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NO. UMTA-MA-06-0025-78-9

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NOISE ASSESSMENT OF THE PORT AUTHORITY TRANSIT
CORPORATION LINDENWOLD RAIL TRANSIT LINE

R. Spencer
E. Hinterkeuser

The Boeing Vertol Company
P.O. Box 16858
Philadelphia, PA 19142

DEPARTMENT OF
TRANSPORTATION

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16. Abstract This report describes the noise climate on and near the Port Authority Transit Corporation (PATCO) Lindenwold High Speed Line. It is one of a series of coordinated assessments sponsored by the Urban Mass Transportation Administration and technically administered through the Transportation Systems Center of the U.S. Department of Transportation. The PATCO urban rail transit line has approximately 14.2 miles of two-way revenue track (of which about four miles are in subway), and 12 stations. Noise level data is given for specific measurements made in cars, in stations, and along the non-subway wayside at appropriate locations. Based on these measurements, in-car average maximum, A-weighted sound levels, $L_A(\text{Max})$, range from 72 to 84 dBA and are estimated to be in the 70 to 79 dBA interval for 95 percent of the PATCO route. Wayside $L_A(\text{Max})$ levels, at 15m (50 ft) from the near track, range from 76 to 84 dBA and are in the 80 to 84 dBA interval for 84 percent of the above ground route mileage. Station $L_A(\text{Max})$ levels are somewhat more dispersed, and are in the 70 to 74 dBA interval for 42 percent of PATCO stations, and in the 80 to 89 dBA interval for 58 percent of the stations. The rationale for choice of measurement sites and the methodology for arriving at the summary noise distributions from the data are discussed explicitly. Measurement and analysis instrumentation and procedures are also described.			
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PREFACE

This report has been prepared under the Urban Rail Noise Abatement Program being sponsored by the Urban Mass Transportation Administration's (UMTA's) Office of Rail and Construction Technology. The Noise Abatement Program is being managed at the Transportation Systems Center for UMTA. The objectives of the Noise Abatement Program are to assess noise produced by urban rail transit operations and to appraise methods and costs for reduction of such noise.

This report is one in a series of six noise assessment reports covering noise due to transit operations on seven rail transit systems in five U.S. cities. Consistent results of the six assessments were achieved through use of standardized noise measurement and data reduction procedures developed at TSC and tested on the Massachusetts Bay Transportation Authority (MBTA) in Boston. The assessment report for the MBTA was published in 1974 (Reference 1).

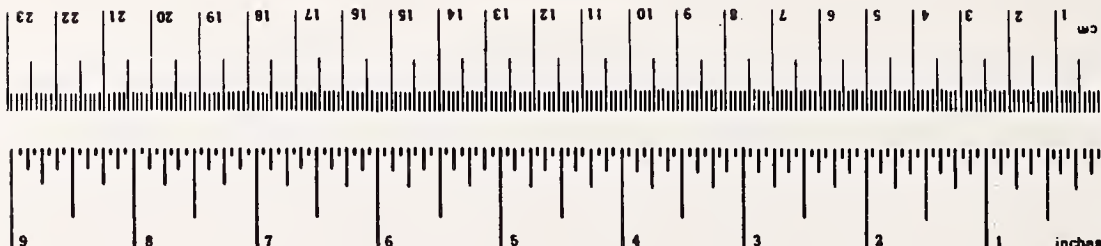
Physical differences among the transit systems, as well as differences in the technical orientations of the teams, and in funds available to the teams for measurement and analysis, led to some differences in report organization, technical depth and writing style. Therefore, to provide at least introductory consistency among the reports for the reader, the front material, including the introduction of each assessment report, has been edited at TSC. The organization and technical content of each report, however, are basically as originally written by the respective teams and are, together with the accuracy of the measurements, the responsibility of the authors.

This report has been prepared by the Boeing Vertol Company under contract DOT-TSC-850. Authors of the report were R. H. Spencer and E. G. Hinterkeuser. Technical Monitors for the program were Dr. E. G. Apgar and Dr. Robert Lotz. Liaison with the Port Authority Transit Corporation was provided by Mr. David L. Andrus. Dr. Leonard Kurzweil of the Transportation Systems Center directed the final technical editing of the report.

METRIC CONVERSION FACTORS

Approximate Conversions to Metric Measures

Symbol	When You Know	Multiply by	To Find	Symbol
LENGTH				
in	inches	2.5	centimeters	cm
ft	feet	30	meters	m
yd	yards	0.9	kilometers	km
mi	miles	1.6		
AREA				
in ²	square inches	6.5	square centimeters	cm ²
ft ²	square feet	0.09	square meters	m ²
yd ²	square yards	0.8	square meters	m ²
mi ²	square miles	2.6	square kilometers	km ²
	acres	0.4	hectares	ha
MASS (weight)				
oz	ounces	28	grams	g
lb	pounds	0.45	kilograms	kg
	short tons (2000 lb)	0.9	tonnes	t
VOLUME				
tsp	teaspoons	5	milliliters	ml
Tbsp	tablespoons	15	milliliters	ml
fl oz	fluid ounces	30	milliliters	ml
c	cups	0.24	liters	l
qt	pints	0.47	liters	l
gal	quarts	0.95	liters	l
ft ³	gallons	3.8	liters	l
yd ³	cubic feet	0.03	cubic meters	m ³
	cubic yards	0.76		
TEMPERATURE (exact)				
°F	Fahrenheit temperature	5/9 (after subtracting 32)	Celsius temperature	°C



Approximate Conversions from Metric Measures

Symbol	When You Know	Multiply by	To Find	Symbol
LENGTH				
mm	millimeters	0.04	inches	in
cm	centimeters	0.4	inches	in
m	meters	3.3	feet	ft
km	kilometers	1.1	yards	yd
		0.6	miles	mi
AREA				
cm ²	square centimeters	0.16	square inches	in ²
m ²	square meters	1.2	square yards	yd ²
km ²	square kilometers	0.4	square miles	mi ²
ha	hectares (10,000 m ²)	2.5	acres	ac
MASS (weight)				
g	grams	0.035	ounces	oz
kg	kilograms	2.2	pounds	lb
t	tonnes (1000 kg)	1.1	short tons	st
VOLUME				
ml	milliliters	0.03	fluid ounces	fl oz
l	liters	2.1	pints	pt
l	liters	1.06	quarts	qt
l	liters	0.26	gallons	gal
m ³	cubic meters	36	cubic feet	ft ³
m ³	cubic meters	1.3	cubic yards	yd ³
TEMPERATURE (exact)				
°C	Celsius temperature	9/5 (then add 32)	Fahrenheit temperature	°F

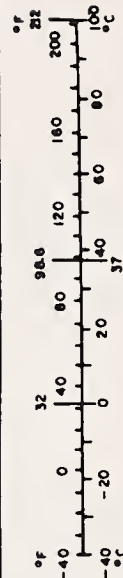


TABLE OF CONTENTS

	<u>PAGE</u>
LIST OF FIGURES	vii
LIST OF TABLES	xii
LIST OF DEFINITIONS	xiii
1. SUMMARY	1-1
2. INTRODUCTION	2-1
2.1 Program Scope	
2.2 Reader's Guide to Report	
3. GENERAL MEASUREMENT METHODOLOGY	3-1
3.1 Community Noise	3-1
Sampling Strategy	
Conditions at Measurement Site	
Microphone Positions	
Measurement Procedure	
3.2 Station Noise	3-5
Sampling Strategy	
Conditions at Measurement Site	
Microphone Positions	
Measurement Procedure	
3.3 Vehicle Interior Noise	3-6
Sampling Strategy	
Conditions at Measurement Site	
Microphone Positions	
Measurement Procedure	
4. INSTRUMENTATION AND DATA ANALYSIS	4-1
4.1 Instrumentation	4-1
Data Requirements	
Data Acquisition System	
Equipment Calibrations	
4.2 Data Analysis	4-5
Graphic Level Recorder Calibration	
Individual Event Analysis	
Grouped Data Analysis	
Statistical Analysis	

TABLE OF CONTENTS (CONT'D)

	<u>PAGE</u>
5. NOISE ASSESSMENT DATA	5-1
5.1 Description of Transit System	5-1
Routes and Service	
Engineering Features	
Roadbed	
Rail Vehicles	
Stations	
5.2 Noise Assessment Data	5-7
5.2.1 Wayside Community	5-10
Aerial Track	
At-Grade Track	
Special Track	
5.2.2 Station Platform	5-70
Aerial Stations	
At-Grade Stations	
Underground Stations	
5.2.3 Vehicle Interior	5-120
Typical Commute Trips	
Train Attendant Round Trip	
6. TRANSIT SYSTEM LINE SUMMARY	6-1
6.1 General	6-1
6.2 Community Noise	6-1
6.3 Station Noise	6-5
6.4 In-Car Noise	6-6
6.5 PATCO Noise Summary	6-6
7. REFERENCES	7-1

APPENICES

A. A Statistical Analysis of SEPTA Broad Street-A-1 Subway Station Noise Data	
B. Report of Inventions	B-1

LIST OF FIGURES

<u>FIGURE</u>		<u>PAGE</u>
4.1	Typical Data Acquisition System	4-2
4.2	Block Diagram of Noise Measurement Instrumentation - BART	4-3
4.3	Data Analysis Equipment Schematic	4-6
4.4	Method of Determining LA_{max} and T_s	4-8
4.5	Spectral Analysis Equipment	4-9
4.6	System Noise Level Averages Analysis Equipment	4-13
5.1	PATCO Lindenwold Rapid Transit System Schematic	5-2
5.2	PATCO Road Bed	5-3
5.3	System Track Diagram	5-6
5.4	Community Noise Survey Locations	5-11
5.5	Wayside Measurement Site, Benj. Franklin Bridge Portal	5-13
5.6	Community Statistical Distribution Benj. Franklin Bridge (South Side) Day 12m	5-15
5.7	Community Statistical Distribution Benj. Franklin Bridge (South Side) Rush 12m	5-16
5.8	Community Statistical Distribution Benj. Franklin Bridge (South Side) Eve. 12m	5-17
5.9	Community Statistical Distribution Benj. Franklin Bridge (South Side) Night 12m	5-18
5.10	Community Statistical Distribution Benj. Franklin Bridge (South Side) Day 30m	5-19
5.11	Community Statistical Distribution Benj. Franklin Bridge (South Side) Day 60m	5-20
5.12	Community Statistical Distribution Benj. Franklin Bridge (South Side) Eve. 60m	5-21
5.13	Community Statistical Distribution Benj. Franklin Bridge (South Side) Eve. 120m	5-22
5.14	Typical Noise Time History - Camden Community 12m	5-23
5.15	Wayside Measurement Location - Collingswood Elevated Embankment	5-25
5.16	Community Statistical Distribution Ogden & Atlantic Ave, Day 15m	5-27
5.17	Community Statistical Distribution Ogden & Atlantic Ave, Rush, 15m	5-28
5.18	Community Statistical Distribution Ogden & Atlantic Ave, Eve. 15m	5-29
5.19	Community Statistical Distribution Ogden & Atlantic Ave, Night, 15m	5-30
5.20	Community Statistical Distribution Ogden & Atlantic Ave, Day, 30m	5-31
5.21	Community Statistical Distribution Ogden & Atlantic Ave, Rush, 30m	5-32

LIST OF FIGURES (CONT'D)

<u>FIGURE</u>		<u>PAGE</u>
5.22	Community Statistical Distribution Ogden & Atlantic Ave. Eve. 30m	5-33
5.23	Community Statistical Distribution Ogden & Atlantic Ave. Day, 60m	5-34
5.24	Community Statistical Distribution Ogden & Atlantic Ave. Rush, 60m	5-35
5.25	Community Statistical Distribution Ogden & Atlantic Ave. Eve. 60m	5-36
5.26	Typical Time History - Ogden & Atlantic Wayside	5-37
5.27	Wayside Measurement Location, Collingswood Concrete Viaduct	5-39
5.28	Community Statistical Distribution - Dayton & South Atlantic Aves, Day 15m	5-41
5.29	Community Statistical Distribution - Dayton & South Atlantic Aves, Rush 15m	5-42
5.30	Community Statistical Distribution - Dayton & South Atlantic Aves, Eve. 15m	5-43
5.31	Community Statistical Distribution - Dayton & South Atlantic Aves, Night, 15m	5-44
5.32	Community Statistical Distribution - Dayton & South Atlantic Aves, Day, 30m	5-45
5.33	Community Statistical Distribution - Dayton & South Atlantic Aves, Rush, 30m	5-46
5.34	Community Statistical Distribution - Dayton & South Atlantic Aves, Eve. 30m	5-47
5.35	Community Statistical Distribution - Dayton & South Atlantic Aves, Day, 60m	5-48
5.36	Community Statistical Distribution - Dayton & South Atlantic Aves, Rush, 60m	5-49
5.37	Community Statistical Distribution - Dayton & South Atlantic Aves, Eve. 60m	5-50
5.38	Community Statistical Distribution - Dayton & South Atlantic Aves, Day, 120m	5-51
5.39	Typical Time History, Dayton, South Atlantic Ave.	5-52
5.40	Wayside Measurement Site, Westmont	5-54
5.41	Community Statistical Distribution, Westmont, Rush, 15m	5-56
5.42	Typical Time History, Westmont	5-57
5.43	Wayside Measurement Site, Ha-donfield	5-59
5.44	Community Statistical Distribution, Redman and N. Atlantic Aves, Daytime, 15m	5-61
5.45	Community Statistical Distribution, Redman and N. Atlantic Aves, Rush, 15m	5-62

LIST OF FIGURES (CONT'D)

<u>FIGURE</u>		<u>PAGE</u>
5.46	Community Statistical Distribution, Redman and N. Atlantic Aves, Eve. 15m	5-63
5.47	Community Statistical Distribution, Redman and N. Atlantic Aves, Night, 15m	5-64
5.48	Community Statistical Distribution, Redman and N. Atlantic Aves, Day, 30m	5-65
5.49	Community Statistical Distribution, Redman and N. Atlantic Aves, Eve. 30m	5-66
5.50	Community Statistical Distribution, Redman and N. Atlantic Aves, Day, 60m	5-67
5.51	Community Statistical Distribution, Redman and N. Atlantic Aves, Eve. 60m	5-68
5.52	Typical Time History, Haddonfield	5-69
5.53	Broadway Subway Station Platform	5-72
5.54	Platform Statistical Distribution - Broadway, Center, Day	5-74
5.55	Platform Statistical Distribution - Broadway, Center, Rush	5-75
5.56	Platform Statistical Distribution - Broadway, Center, Evening	5-76
5.57	Platform Statistical Distribution - Broadway, Center, Night	5-77
5.58	Typical Time History - Broadway Station	5-78
5.59	City Hall Subway Station Platform	5-80
5.60	Platform Statistical Distribution, City Hall, Center, Rush	5-82
5.61	Typical Time History - City Hall Station	5-83
5.62	Ferry Avenue Station Platform	5-85
5.63	Platform Statistical Distribution - Ferry Ave., Center, Day	5-87
5.64	Platform Statistical Distribution - Ferry Ave., End, Evening.	5-88
5.65	Typical Time History - Ferry Avenue - Station	5-89
5.66	Collingswood Station Platform	5-91
5.67	Platform Statistical Distribution - Collingswood, Center, Day	5-93
5.68	Platform Statistical Distribution - Collingswood, Center, Rush	5-94
5.69	Platform Statistical Distribution - Collingswood, Center, Evening	5-95
5.70	Platform Statistical Distribution - Collingswood, Center, Night	5-96
5.71	Typical Time History - Collingswood Station	5-97
5.72	Haddonfield Station Platform	5-99

LIST OF FIGURES (CONT'D)

<u>FIGURE</u>		<u>PAGE</u>
5.73	Platform Statistical Distribution - Haddonfield, Center, Day	5-101
5.74	Platform Statistical Distribution - Haddonfield, Center, Rush	5-102
5.75	Platform Statistical Distribution - Haddonfield, Center, Evening	5-103
5.76	Platform Statistical Distribution - Haddonfield, Center, Night	5-104
5.77	Typical Time History - Haddonfield Station	5-105
5.78	15th/16th and Locust Subway Station Platform	5-107
5.79	Platform Statistical Distribution - 15th/16th and Locust, Center, Day	5-109
5.80	Platform Statistical Distribution - 15th/16th and Locust, Center, Rush	5-110
5.81	Platform Statistical Distribution - 15th/16th and Locust, Center Evening	5-111
5.82	Platform Statistical Distribution - 15th/16th and Locust, Center, Night	5-112
5.83	Typical Noise Time History - 15th/16th and Locust	5-113
5.84	9th/10th St. Subway Station Platform	5-115
5.85	Platform Statistical Distribution - 9th/10th St. Center, Day	5-117
5.86	Platform Statistical Distribution - 9th/10th St. Center, Rush	5-118
5.87	Typical Time History - 9th/10th Street	5-119
5.88	In-Car Measurement Locations - Budd Car, Single	5-122
5.89	In-Car Statistical Distribution - Budd Car, Single, Center, W.Bound	5-124
5.90	In-Car Statistical Distribution - Budd Car, Single, Over Truck, W.Bound	5-125
5.91	In-Car Statistical Distribution - Budd Car, Single, Center, E.Bound	5-126
5.92	In-Car Statistical Distribution - Budd Car, Single, Over Truck, E.Bound	5-127
5.93	In-Car Statistical Distribution - Budd Car, Double, Center, W.Bound	5-128
5.94	In-Car Statistical Distribution - Budd Car, Double, Over Truck, W.Bound	5-129
5.95	In-Car Statistical Distribution - Budd Car, Double, Center, E.Bound	5-130
5.96	In-Car Statistical Distribution - Budd Car, Double, Over Truck, E.Bound	5-131

LIST OF FIGURES (CONT'D)

<u>FIGURE</u>		<u>PAGE</u>
5.97	Time History of In-Car Noise	5-132
6.1	PATCO - Track Construction Summary	6-4
6.2	PATCO - Summary of Noise Environment	6-7

LIST OF TABLES

		<u>PAGE</u>
1.1	Average Maximum A-Weighted Sound Level Distributions	1-2
3.1	Community Noise Survey Strategy	3-2
5.1	PATCO Transit Car Specifications	5-4
5.2	Distances Between Rapid Transit Stations	5-5
5.3	Explanation for Measurement Result Summary Tables	5-8
5.4	Summary of Measurement Results - Benjamin Franklin South Side	5-14
5.5	Summary of Measurement Results - Ogden and Atlantic Avenues	5-26
5.6	Summary of Measurement Results - Dayton and South Atlantic Avenues	5-40
5.7	Summary of Measurement Results - Westmont-Rohrer Towers	5-55
5.8	Summary of Measurement Results - Redman and North Atlantic Avenues	5-60
5.9	Summary of Measurement Results - Station Noise, Broadway	5-73
5.10	Summary of Measurement Results - City Hall	5-81
5.11	Summary of Measurement Results - Ferry Avenue	5-86
5.12	Summary of Measurement Results - Collingswood	5-92
5.13	Summary of Measurement Results - Haddonfield	5-100
5.14	Summary of Measurement Results - 15th/16th and Locust	5-108
5.15	Summary of Measurement Results - 9th/10th Streets	5-116
5.16	Summary of Measurement Results - 1960 Budd Cars	5-123
6.1	Generalized Operating Summary and Input for Calculations	6-2
6.2	Noise Measurement Summary - PATCO Transit System - Day	6-3

LIST OF DEFINITIONS

L_A (Max) - Maximum A-weighted sound pressure level for a given noise event, measured in dBA.

AL_i - Instantaneous A-weighted sound pressure level for sample "i", measured in dBA.

L_{eq} - Equivalent Sound Level - in dBA.

$$L_{eq} = 10 \log \left[\frac{\sum_{i=1}^n \text{antilog } (AL_i/10)}{n} \right]$$

n - Number of samples of AL in a specified time period.

L_{dn} - Day-Night Equivalent Sound Level-in dBA.

$$L_{dn} = 10 \log \left[\frac{\sum_{i=1}^n 10^{(L_{eq}/10)} W_i \cdot T_i}{24} \right]$$

W_i - Time of day weighting factor

$$W_i(0700-2200) = 1$$

$$W_i(2200-0700) = 10$$

T_i - Time interval for "i"-th period

L_R - L_A (Max) + 10 log T_5 , in dBA

T_5 - Duration between the 5 dBA-down-from- L_A (Max) points measured in seconds

L_X - The A-weighted sound level equaled or exceeded X% of the time-in dBA.

SENEL - Single Event Noise Exposure Level, measured in dBA.

$$SENEL = 10 \log \left[\sum_{i=1}^n \text{antilog } (AL_i/10) \cdot \Delta t \right]$$

Δt - Effective duration of noise event, measured in seconds.

CNEL - Community Noise Equivalent Level-in dB.

$$CNEL = 10 \log \left[\frac{\sum_{i=1}^n W_i \cdot \text{antilog } (SENEL_i/10)}{86400} \right]$$

W_i' - Time of day weighting factor

$$W_i' (0700-1900) = 1$$

$$W_i' (1900-2200) = \sqrt{10}$$

$$W_i' (2200-0700) = 10$$

Hz - Frequency, measured in cycles per second

1. SUMMARY

The Urban Mass Transportation Administration is supporting a program under the technical administration of the Transportation Systems Center to determine the noise climate of the major rapid rail transit systems in the United States and to assess the impact of that noise on patrons, employees, and wayside communities. The results are to be used in determining approaches and associated costs to reach various selected noise abatement levels. The methodology, measurement techniques, and analysis are common for all systems studied so that results can be compared. Noise assessment reports, covering each of the major rapid transit systems, are being issued as a series.

The Port Authority Transit Corporation (PATCO) Lindenwold Line, described in this report, consists of approximately 14.2 miles of two-way revenue track of which 4 are underground, 4.6 are on an embankment, 4.1 at grade, one mile in cut, and one-half mile on concrete viaduct.

The average speed for the entire route (including stops) is 40 mph (64 kph), with normal running speeds of 75 mph (121 kph) southeast of Camden. Fully welded track is used, except on the Benjamin Franklin Bridge and certain sections of underground track in Philadelphia. Stainless steel Budd Company electric cars are in use on the PATCO system, operated as single units and in married pairs. Upholstered seat covers provide some measure of acoustical absorption, and acoustical insulation is used in the car body construction.

Another acoustical feature noted on the PATCO system is the use of thin metal perforated ceiling throughout the six New Jersey stations.

Noise Assessment was of three general types:

1. Community noise
2. Station noise
3. In-Car noise.

Conditions for each type of measurement were standardized as far as possible for supporting later analysis and for ensuring comparability of results with those of other systems. In addition to the acoustic data channels, one channel of a tape track was provided for comments by the measurement observer to assist in the later description or explanation of the noise environment and phenomena.

Noise recordings were made with standardized instrumentation having a flat (unweighted) frequency response characteristic. Field calibration was performed during the data acquisition. In addition, equipment was periodically calibrated using Class 2 NBS standards.

Detailed results are too extensive to show in this summary. However, the following estimates of sound levels (in dBA), were determined for the PATCO Lindenwold Line.

TABLE 1.1. AVERAGE MAXIMUM A-WEIGHTED SOUND LEVEL DISTRIBUTIONS FOR THE PATCO LINDENWOLD LINE.

	MAXIMUM SOUND LEVELS (dBA)					
	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 100
Car Interior* (Percent of Route Mileage)	48	47	5	0	0	0
Wayside at 15 m (50 ft) Distance (Percent of Above Ground Route Mileage)	0	7	84	0	9	0
Station Platform (Percent of Stations)	42	0	16	42	0	0

*Average of Single and Double Cars

2. INTRODUCTION

2.1 Program Scope

This report describes the noise climate of the Port Authority Transit Corporation (PATCO). The work is part of a noise assessment study by this contractor which included PATCO, the Southeastern Pennsylvania Transportation Authority (SEPTA), the San Francisco Bay Area Rapid Transit (BART) System, and the Greater Cleveland Regional Transit Authority (RTA), formerly the Cleveland Transit System (CTS). Similar assessments have been undertaken by separate contractors of the Chicago Transit Authority (CTA), the New York City Transit Authority (NYCTA), and the Port Authority Trans-Hudson (PATH). The noise assessments for the BART, RTA, and SEPTA systems, as well as for those systems considered by other contractors, are reported in other documents of this series.

This work was done as part of an Urban Mass Transportation Administration (UMTA) program to assess the noise produced by various U.S. urban rail transit operations and to appraise methods and costs for reduction of such noise. The characterization of the noise climate of each rail transit system, carried out in a uniform manner, provides data to assist in determining UMTA priorities and funding decisions. The noise assessment activity has three elements:

1. Noise climate assessment.
2. Consideration of abatement technique options.
3. Cost estimation for abatement to specified noise levels.

Specifically, this activity allows noise level comparisons (a) of systems, (b) of different types of equipment or track structures on the same system, and (c) before and after noise control actions. It also provides data pertinent to the establishment of possible regulatory action to control noise levels.

The specific purpose of the work reported in this volume was to measure and otherwise describe the noise climate of the PATCO system as well as to describe the measurement and analysis methodology used.

The noise climate and associated information includes descriptions of the various sources and paths of noise, and their relative contribution to the noise climate at the point of measurement.

The PATCO Lindenwold Line was surveyed and classified by vehicle type, station type, roadbed construction type, and type of wayside land use. Representative measurement locations were then defined for each of these categories as well as for other locations with specified singularities (unique noise characteristics). This

approach, common to all assessments, is based on the noise assessment of the Massachusetts Bay Transportation Authority (MBTA), (Reference 1), which served as a pilot study for these later assessments. Consistency of results were achieved through the use of a standardized noise measurement and data reduction process. This process was successfully validated through "round robin" tests in which the assessment teams made simultaneous measurements of noise from Massachusetts Bay Transportation Authority trains and, without communication between teams, reported the resulting reduced data. The findings of all teams correlated well.

For the purposes of this assessment activity, it is adequate to measure a limited, but statistically sufficient number of vehicles, stations, and community sites, selected to cover the major construction and operating features of the system.

The present data describe the existing system noise climate and permits a first order estimate of abatement techniques and associated costs to satisfy reduced noise level criteria. When a preliminary investigation such as this reveals noise problems, and a decision is made to proceed with their solution, more detailed measurements and analyses must be made. Normally, this would include detailed diagnostic measurements to identify the dominant sources and paths for engineering design of site-specific noise control treatments.

2.2 Reader's Guide to Report

The general measurement methodology, including sampling strategy for measurement site selections, site conditions, microphone positions, and measurement procedures for community, station, and in-car noise assessments are presented in Section 3. Details of the instrumentation and data analysis procedures are given in Section 4. Section 5 includes an overview of the PATCO system (Section 5.1) followed by a detailed description of the measurement results. The principal findings are summarized in Section 6.

3. GENERAL MEASUREMENT METHODOLOGY

3.1 Community Noise

Sampling Strategy - The purpose of this survey was to determine noise levels in the wayside community caused by train operations as well as other community background noise. Measurements of noise in the community have been categorized as shown in Table 3.1 by source, path and receiver. In each case, the variable which affects either the physical noise during generation, propagation, or reception, or the response of the listener to that noise, have been itemized.

For each transit line in this study, the type of railcar used was typical of the system as was the rail type and quality. However, a wide variation in roadbed type, background noise, conditioning of residents to noise, and land usage was noted.

Except for areas where wheel screech, rail joint noise or other singularities prevailed, the sites were selected from operational characteristics of the transit systems. Thus, locations were chosen at the wayside where the trains were operating near normal full speed as well as decelerating and accelerating near stations.

Noise measurements considering all the variables shown in Table 3.1 would be not only costly and time-consuming, but also unnecessary to adequately describe the community noise. Site selection was based on the following parameters:

Type of Roadbed Support

- (1) Aerial Structure
- (2) At-grade
- (3) Underground
- (4) Other sites with singularities

Building Construction Type

- (1) Residential
- (2) Commercial

The measuring microphone or sound level meter for all types of transit structures was 1.6m (5.25 ft) above the ground. This was also the case near aerial structure. Previous measurement on BART* indicated that for the type of structure present on that system, no significant difference existed between noise levels at 1.5m (5 ft) above grade and 9.1m (29.9 ft) above grade, 15m (50 ft) from the near track centerline.

* S.L. Wolfe, H.J. Saurenman, P.Y.N Lee, "Noise Assessment of the Bay Area Rapid Transit System," UMTA-MA-06-0025-78-10, October 1978.

TABLE 3.1. COMMUNITY NOISE SURVEY STRATEGY

Sound Source Parameters

Car

Type, No. Cars, Wheel Quality, Truck Type

Rail Type

Jointed, Welded, Surface Roughness, Type of Fastener

Track Construction

Tangent, Curve

Sound Path Parameters

Roadbed Type

Open-cut (Concrete, Grassy), At-grade, Elevated
Structure (Steel, Concrete), Underground

Terrain Attenuation

Housing Density, Terrain Type

Sound Receiver Parameters

Background Noise

Time of Day (Waking/Sleeping)

Conditioning of Residents to Noise

Land Use

Residential, Commercial

Conditions at Measurement Site - The measurement site was chosen such that no obstacles were in the vicinity of the microphone to disturb the sound field. Meteorological conditions such as temperature and wind were noted and no measurements were made in winds above 7m/sec (23 ft/sec). Microphones were located no closer than 2m (6.6 ft) from any reflecting surface (other than the ground). Photographs of each measurement site were taken.

Microphone Positions - The basic distance for measurement of noise for all wayside measurements was 15m (50 ft) with alternate distances of 7.5m, 30m, 60m (25, 100 and 200 ft respectively) selected where the 15m distance was not achievable.

The microphone and windscreens were oriented vertically at a distance of 1.6m (5.25 ft) above local ground level for all measurements.

Measurement Procedure - Measurement procedures and practices as defined in International Standard ISO-3095-1975(E) in draft form at the time of the noise measurements, "Acoustics - Measurement of Noise Emitted by Railsound Vehicles," were used as a guide for the measurement program. A calibration tone was recorded on each tape track just prior to and immediately following the measurement program to insure that a valid sample of data had been obtained. A sound level meter also was employed frequently as a verification measurement system. Recorder gain settings were selected to provide optimum dynamic range coverage.

For each train passby, additional information such as vehicle identification number and wheel condition, or specific noise sources whether or not they were related to the transit train, was recorded. In general, 30-minute recordings were made at each microphone location four times during a normal day and included measurements during daytime off-peak service (10 a.m. to 2 p.m.), rush hour (4 p.m. to 6 p.m.), evening (7 p.m. to 10 p.m.), and night (11 p.m. to 4 a.m.) to obtain sufficient information to calculate day-night levels, L_{dn} .

It was also necessary to establish the number of train passbys required to be included in the data sample such that future reductions of system noise of 5 dBA or more could be detected and whether the reductions would be significant for a 95% confidence level. The methodology describing this investigation is presented in detail in Appendix A. In this appendix it has been shown that a sample size of 4 trains is adequate to detect a reduction in system noise level. Based on daytime headways of 6-7½ minutes between trains for each of the systems surveyed, a 30 minute recording interval was then selected for a sample. This was then standardized for each time period throughout the day. It was generally observed that during this period, six trains in each direction passed by the microphone location.

No attempt was made to operate the propulsion system with the car on jacks (spin test) to determine the contribution of motor and gearbox noise. This should be performed in any future study where noise reduction of an existing car is contemplated. Although a complete diagnostic study of the data was not performed, sufficient information was obtained to identify sources which contribute to the car signature in the community.

3.2 Station Noise

Sampling Strategy - Station platform noise measurements were intended to assess the noise environment to which the transit system patrons are exposed while entering and leaving trains at a station platform or while waiting for trains, and to determine the exposure of employees in ticket booths due to train passage. Measurements of noise in transit stations were categorized by station platform layout (i.e., center platform, side platform) and roadbed category (i.e., elevated, at-grade, underground, freeway median).

Conditions at Measurement Site - The microphone locations were chosen so that no permanent obstacles were present near the microphone. The platform locations selected were open visually and acoustically to all tracks at that station so that noise of all trains had some direct-incident waves arriving at the microphone. Except for rush-hour measurement periods, shielding at mid-platform locations by patrons was minimal. Meteorological conditions such as temperature and wind were noted and no measurements were made in winds above 7m/sec (23 ft/sec). Photographs of each measurement site were taken.

Microphone Positions - The noise measurement locations were 1.6m (5.25 ft) above the platform level in the middle of a stopped train and at the end of a stopped train at a distance of 2m (6.6 ft) or one-half the platform width, whichever was smaller, from the platform edge. The microphone was oriented vertically with a wind-screen attached.

Measurement Procedure - Procedures for measurement of noise levels on station platforms generally follow those outlined for community noise recordings. The 30 minute sampling time provided sufficient passings of trains to achieve statistical confidence levels as described in Appendix A.

3.3 Vehicle Interior Noise

Sampling Strategy - Measurements of noise within the transit vehicle were made to document the acoustic environment which patrons and operating personnel experience under typical service conditions. Continuous recordings were made in the second car of a multicar train during round trips. Microphone locations were selected to be representative of the locations of patrons and car operators; that is, a mid-car seated ear level position and an operator's ear level position within the cab area.

Cars selected for measurement were chosen as being typical examples of a specific car model to be surveyed. Cars with wheel flats were avoided when smoothed wheels were normally observed in operation.

Conditions at Measurement Site - Data were taken during non-rush hour conditions so that the area within 1m (3.3 ft) of the microphone was free of riders. This also improved the chances for obtaining data which was clear of conversation and other non-vehicle noise. No effort was made to correct for these sources. The car chosen for recording was free from unusual noise sources. General vehicle conditions and unusual conditions such as slowing for maintenance or construction personnel were noted.

Microphone Positions - The microphone was oriented vertically at the ear level of a seated passenger at a mid-car position 1.2m (4 ft) above the floor. In addition to a mid-car microphone position, noise data was recorded at the train operator's location and over a truck. To standardize with other program measurements, a windscreen was placed over the microphone. Variations in noise throughout the car both longitudinally and vertically were investigated using a sound level meter.

Measured or estimated speeds were reported on the tape at least once between adjacent stations. Each car in the train surveyed was identified by car number, and unusual conditions of any nature in the car were similarly reported.

Measurement Procedure - The procedure for recording vehicle interior noise levels was to calibrate the on-board microphones prior to data recording. Data records were then initiated at a station stop with doors open, and continuous records were taken over the travelled route. An auxiliary channel was used to voice-annotate the data with incidentals such as travel time, station stop, estimated speed, and track identification. At the end of the trip, with car doors open, the data recorder was stopped and the microphone recalibrated.

4. INSTRUMENTATION AND DATA ANALYSIS

4.1 Instrumentation

Data Requirements - The noise of the transit system was recorded on magnetic tape using a flat, or unweighted, frequency response characteristic. Flat response is important in order to avoid peak clipping and harmonic distortion of the recorded noise data. The monitoring meter of the tape recorder was set to fast/quasi-peak to avoid overload, such as might occur during wheel/rail impact noise at joints and crossovers.

Noise data has been summarized in tabular and graphic format in a standard manner so that comparisons may be made among measurements for each test condition or among different transit systems.

Data Acquisition System - The prime data acquisition systems (illustrated in Figures 4.1 and 4.2) consisted of Bruel and Kjaer one-half inch and one-inch microphone cartridges and cathode followers, either battery-powered or driven from a power supply integral to the magnetic tape recorders. These microphones, in addition to their normal protection grids, were fitted with wind-screens for both interior and exterior noise measurements. These were spherical, open cell foam covers.

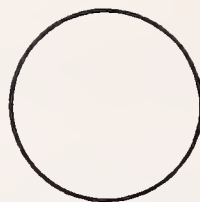
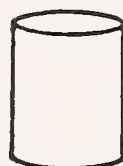
The output of the microphones was tape recorded in the direct mode (amplitude modulation) on portable Kudelski tape recorders, either Nagra Model III for single-channel, or Nagra IV SJ for dual-channel data acquisition. The tape recorder was battery-operated and run at a tape speed covering the frequency range of interest.

To supplement laboratory calibrations, field equipment checks were made using Bruel and Kjaer Sound Level Calibrators for single frequency, single level calibrations. This was done prior to the start and after the completion of any measurements recorded on each tape reel with occasional in-between calibrations if the measurements extended over a period of hours on any one tape reel.

The data recorded on magnetic tape was also checked for fidelity by the simultaneous use of headsets on the output of the tape recorders while data was in the process of being recorded. Where this was not feasible (for example, when the acoustic environment was too high to aurally separate the headphone signal from the surrounding environment) the built-in loudspeaker of the tape

SOUND LEVEL
CALIBRATOR

TYPE BK 4230



SPHERICAL FOAM
WINDSCREEN

TYPE BK UA 0207
or
TYPE BK UA 0237



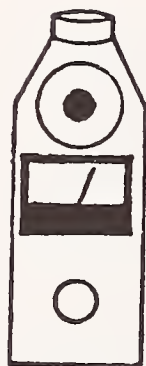
CONDENSER
MICROPHONE

TYPE BK 4131
or
TYPE BK 4133



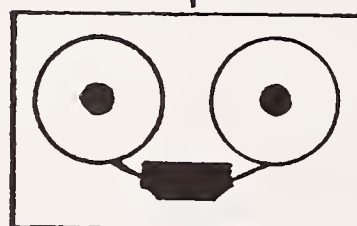
MICROPHONE
PRE-AMPLIFIER

TYPE BK 2630
or
TYPE BK 2619



SOUND LEVEL
METER

TYPE BK 2203



TAPE RECORDER

TYPE NAGRA III
or
TYPE NAGRA IV SJ

MONITORING
HEADPHONES
or SPEAKER

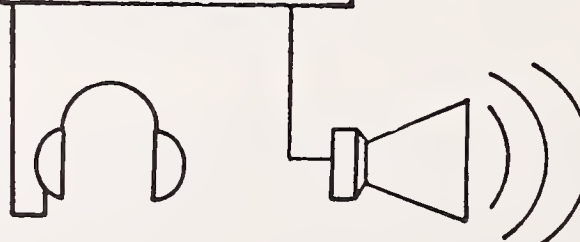


FIGURE 4.1. TYPICAL DATA ACQUISITION SYSTEM

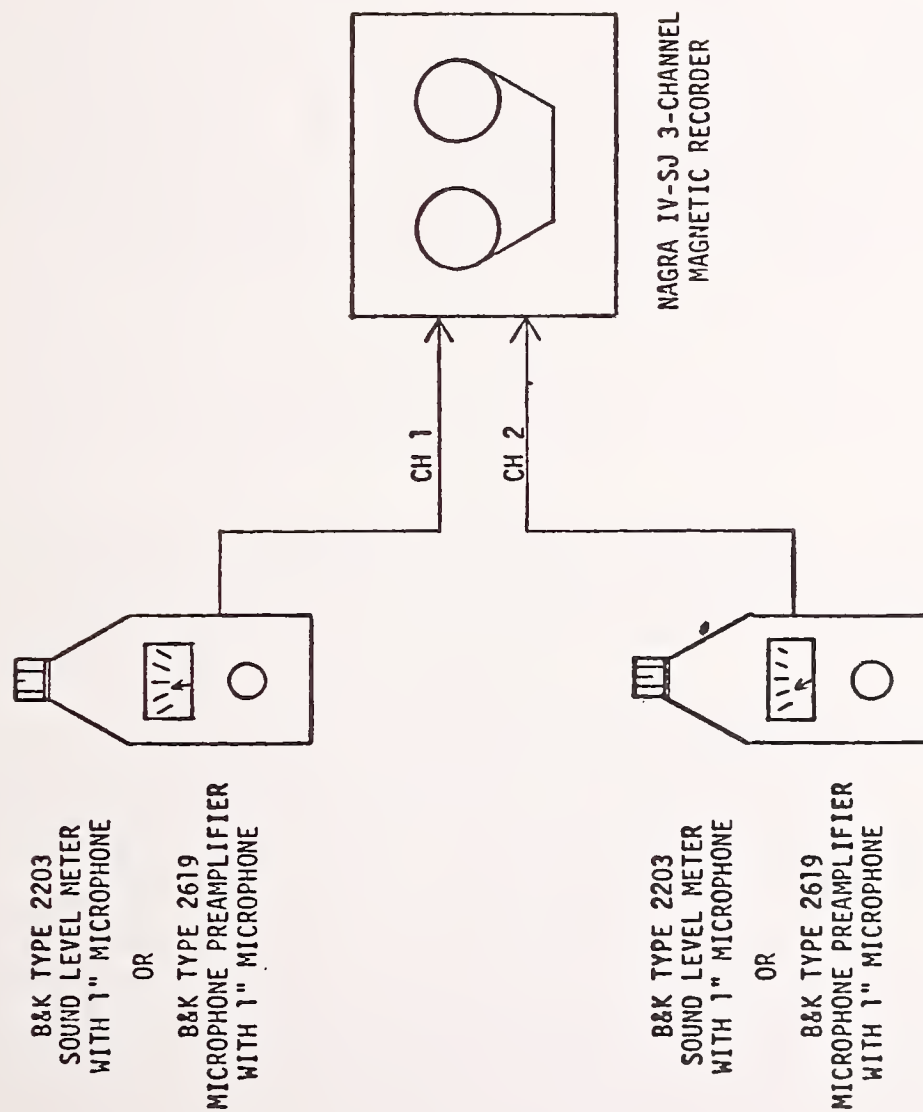


FIGURE 4.2. BLOCK DIAGRAM OF NOISE MEASUREMENT INSTRUMENTATION

recorder was used in a less noisy setting to verify the correctness and fidelity of the noise data, immediately after acquiring the data.

Tape recorder gain settings were optimized for maximum signal-to-noise ratio or dynamic range with the aid of a Bruel and Kjaer sound level meter Type 2203. This is a general purpose sound level meter with characteristics as specified by ANSI Standard S1.4-1971.

Equipment Calibrations - In addition to the field calibrations performed during the acquisition of the data, microphones, calibrators, tape recorders and analysis equipment were periodically laboratory calibrated using reference instruments and signal generators of the Class 2 type which are traceable to the National Bureau of Standards. In this data analysis, compensation has been included for the effects of using a foam windscreen and a microphone protection grid, corrections for random sound wave incidence for in-car and station platform noise data, and right-angle (90-degree) incidence for community noise data. The individual corrections for tape recorder frequency response and incidence angle relative to the microphone were summed as a function of frequency. These corrections were then applied to the analysis in terms of a weighting network with the same characteristic as the correction curve.

4.2 Data Analysis

Graphic Level Recorder Calibration - Since the data contained in this report will be compared with the acoustical environment of numerous other transit systems, it is important that the levels reported are correct on an absolute basis. It is also important because at some future time this data will form a baseline against which changes in system noise will be measured when improvements have been incorporated. An effort has therefore been made to ensure that the basic noise level data, reported in terms of sound level dBA, is reproducible. The average maximum levels of acoustic events are therefore desired from graphic level recorder traces simulating the "Slow" response of a sound level meter meeting ANSI S1.4-1971 Type 1 accuracy. Equivalence of graphic level recorder response to such a sound level meter accuracy was initially ensured by using the techniques described in a paper by Webster and Farinacci (Reference 2). Subsequently, an alternate and less time-consuming instrument calibration method was adopted when laboratory comparisons indicated that ordinary train and other environmental noises were accurately reproduced. This simpler method consisted of setting the potentiometer range control knob of the graphic level recorder to 40 dB, and the lower limiting frequency knob to 20 Hz. The writing speed knob was then adjusted to give a square corner trace to a 1000 Hz, 400 millivolt step input with the graphic level recorder baseline sensitivity adjusted to give a trace deflection at the 30 dB line on the 50 dB range paper. This test was then repeated at the 40 dB line. The final writing speed knob setting was chosen as the middle writing speed of those settings which met the square corner criterion. Transient noises also were correctly represented with errors not exceeding 2 to 3 dBA.

Individual Event Analysis - Typical acoustical events have been illustrated in a dBA time history format with calibrated amplitude and time axes on a strip-chart. These are annotated to illustrate special, as well as expected, acoustic events such as wheel squeal, door closings, etc.

Figure 4.3 illustrates the basic data reduction equipment in schematic form. Specifically, the typical events illustrated on the strip chart recordings are:

- Community Noise: Passby as a function of distance from track

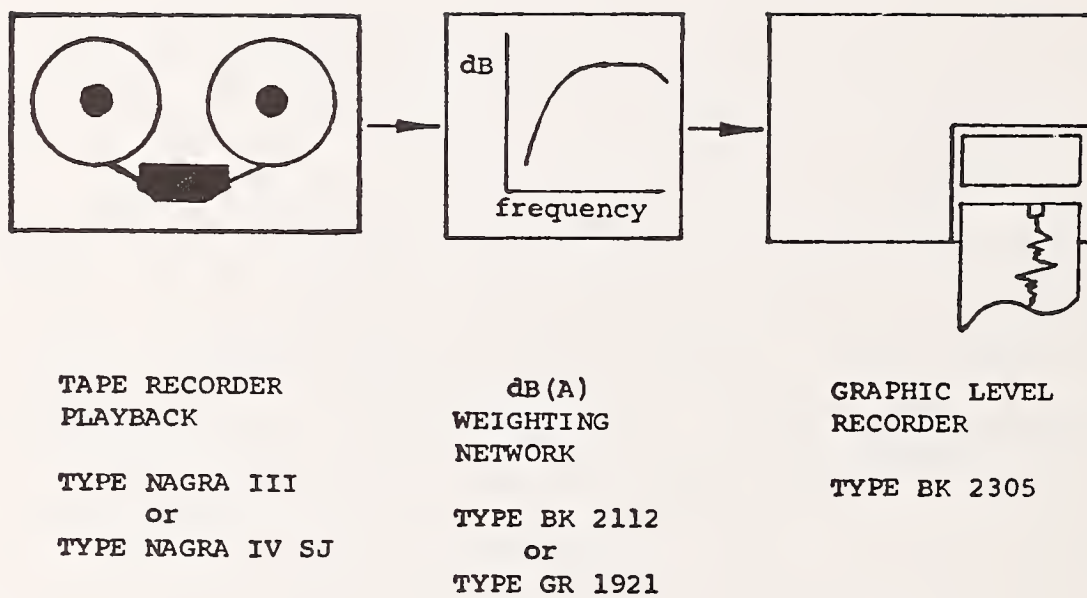


FIGURE 4.3. DATA ANALYSIS EQUIPMENT SCHEMATIC
FOR INDIVIDUAL EVENT ANALYSIS

- o Station Noise: Passby
 Train Arrival
 Train Departure
 Train Stopped
- o In-Car Noise: Acceleration
 Steady Speed
 Deceleration
 Special Noises

A-weighted time histories of the above types of noise events are used to determine both the Average Maximum Level $L_A(\text{Max})$ and the duration (T) in seconds of the noise event measured 5 dBA below the $L_A(\text{Max})$. The duration is then used to calculate L_R :

$$L_R = L_A(\text{Max}) + 10 \log T_5 \quad \text{dBA}$$

where:

$L_A(\text{Max})$ = maximum A-weighted sound level for a given noise event

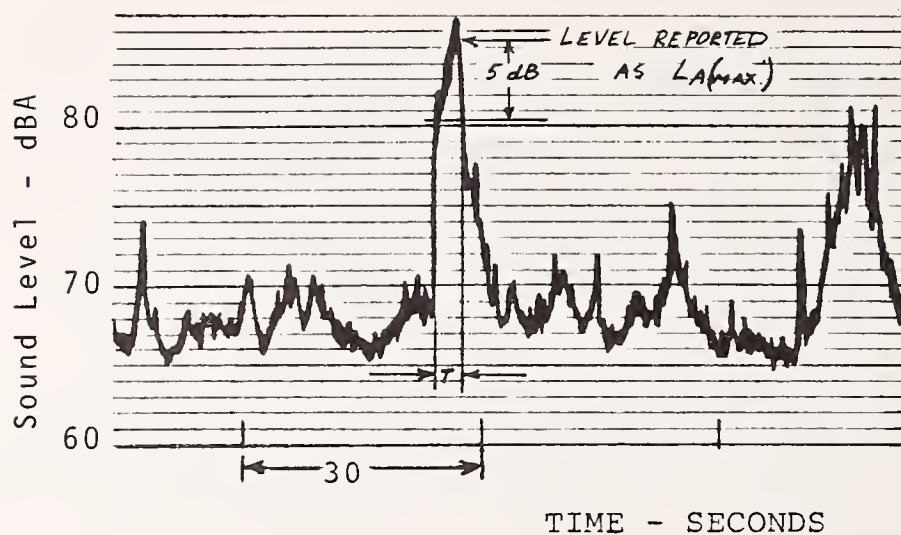
T_5 = duration in seconds of the 5 dB-down points from $L_A(\text{Max})$

L_R is, in effect, an approximation to SENEL, the Single Event Noise Exposure Level used in computing the Community Noise Equivalent Level (CNEL). L_R was suggested by Schultz (Reference 3) and has been applied to urban rail transit vehicle noise as a measure of the total sound energy contained in a discrete noise event as measured at a standard receiver location. L_R has been applied to data measured as part of this program on station platforms and at community wayside locations. Figure 4.4 illustrates this method of determining L_R and also indicates the smoothed curve faired through fluctuating data.

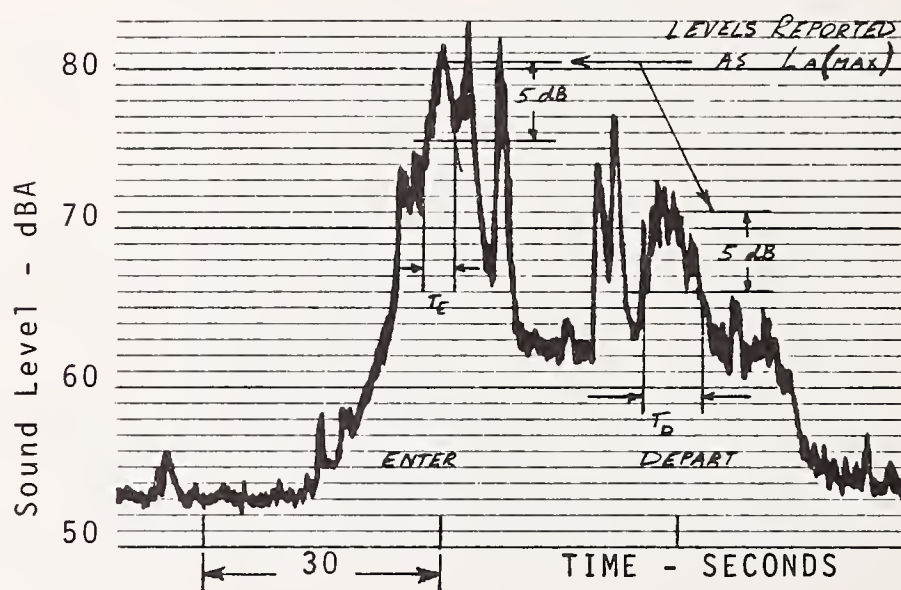
Special noises noted may be specific to a particular site, illustrations of train squeal, pure tones from equipment, tunnel section, wheel impact at rail joints, turnouts and crossovers, car banging due to hunting, flange rubbing, etc. The equipment illustrated in Figure 4.5 was utilized for the documentation of singular spectral characteristics with either fixed bandwidth or fixed percentage bandwidth frequency analyzers.

Grouped Data Analysis - In order to assess the statistical significance and the level of confidence which can be expected from the results of this measurement program, a detailed statistical analysis was performed of the noise data encountered at one of

COMMUNITY
WAYSIDE



STATION
PLATFORM



IN-CAR

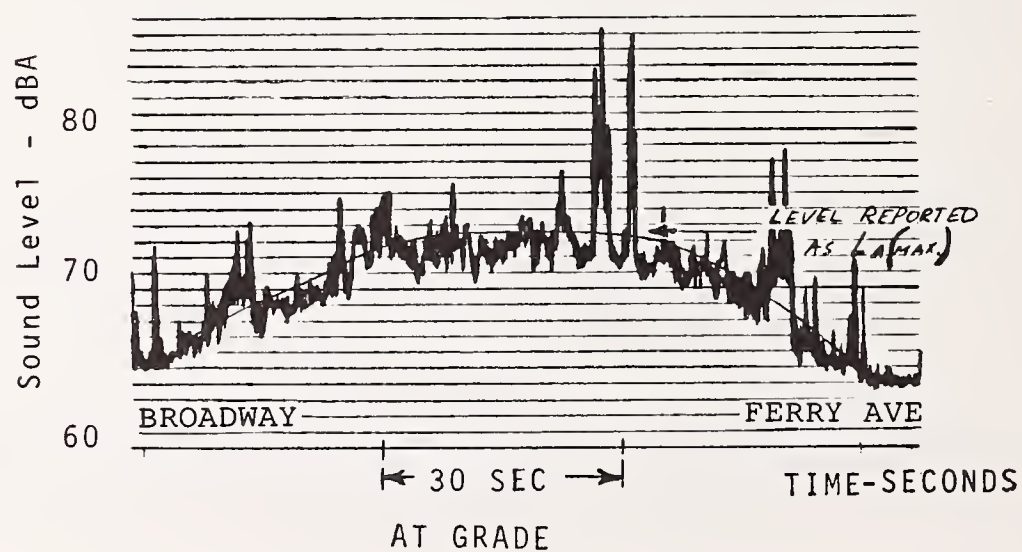


FIGURE 4.4. METHOD OF DETERMINING $L_A(\text{Max})$ AND T_5

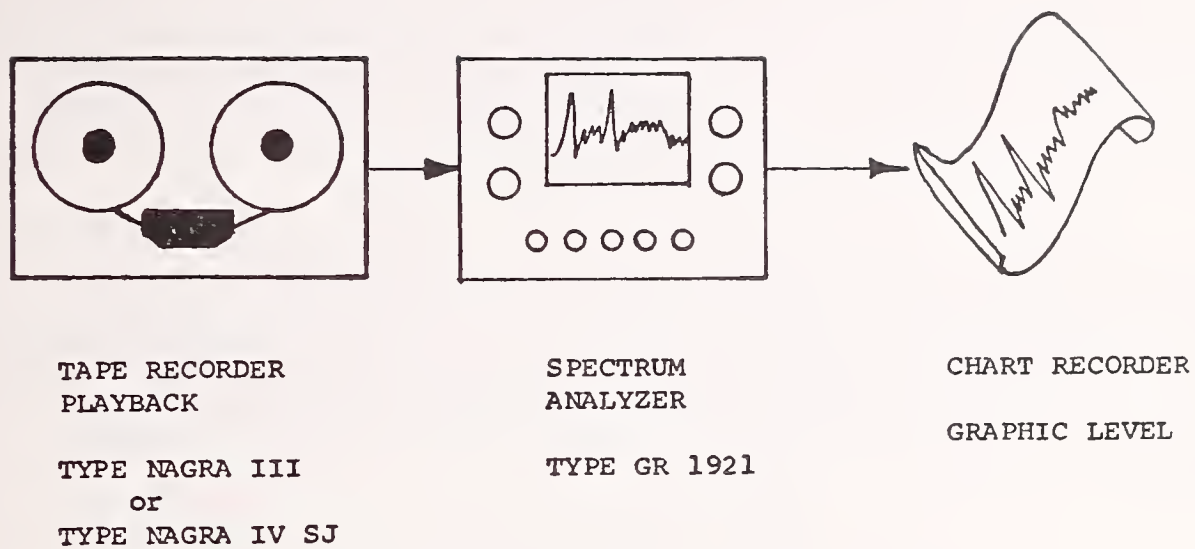


FIGURE 4.5. SPECTRAL ANALYSIS EQUIPMENT SCHEMATIC FOR SITE SPECIFIC NOISE SINGULARITIES

Philadelphia's subway station platforms. This analysis (detailed in Appendix A) established that in order for a future 5 dBA reduction in train noise level to be significant statistically with a 95-percent confidence level and detectable considering normal data scatter, a sample of from four to six train passbys was necessary. This criterion was generally met at all measuring locations and times of day with the exception of nighttime when reduced transit system activity did not permit a sufficient data sample. Based on the assumption that the noise of transit systems other than Philadelphia's have similar statistical properties, the statistical analysis further showed that a standard deviation of less than 2.2 dBA at a particular site indicates a sufficiently small data scatter permitting the detection of a 5 dBA reduction with 95-percent confidence.

The validity of the foregoing conclusions have been further demonstrated by comparing the average $L_A(\text{Max})$ platform noise levels for two SEPTA Broad Street Subway stations. In each case, the specific sites compared were for the two meter microphone positions adjacent to the local southbound tracks. Four-car trains were recorded during the daytime period at the Walnut-Locust and the Spring Garden Stations with the following results:

TRAIN OPERATING CONDITION	$L_A(\text{Max}) \sim \text{dBA}$	
	WALNUT-LOCUST	SPRING GARDEN
ARRIVING, NEAR TRACK	94	92
DEPARTING, NEAR TRACK	86*	92
ARRIVING, FAR TRACK	90	89
DEPARTING, FAR TRACK	88	90
AVERAGE MAXIMUM LEVEL	90	91

* low speed

With one exception, the corresponding noise events are within 2 dBA of each other. The exception is for noise levels of departing trains, operating on the near track at Walnut-Locust which differ by 6 dBA from the corresponding condition at Spring Garden. This reduction in level at Walnut-Locust can be attributed to slower train speeds since immediately south of Walnut-Locust the system changes from a four-track system to a two-track system.

Since both Walnut-Locust and Spring Garden are four-track, two center platform stations with the same architectural features at platform level, the close agreement among the measured noise levels confirms the validity of the detailed statistical analyses at the beginning of the measurement program. This analysis demonstrated the justification for sampling only one station of each type on the system.

The measurement summary tables included for each measurement site reported therefore list the standard deviation for $L_A(\text{Max})$ and L_R for each noise sample recorded. In addition, the cumulative amplitude distributions have been tabulated for L_{99} , L_{90} , L_{50} , L_{10} , and L_1 . The equivalent sound level, L_{eq} , and the Day-Night Level, L_{dn} (for wayside sites), are also presented for each measurement site documented.

The Equivalent Sound Level, L_{eq} , provides a single number measure of the time varying noise, not only of the transit vehicles, but all noise at a specific site. It has been calculated separately for each time period when noise was sampled. It also is used for calculating the Day-Night Levels. L_{eq} has been determined from the following expression:

$$L_{eq} = 10 \log \frac{\sum_{i=1}^n \text{antilog} \frac{AL_i}{10}}{n}$$

where:

AL_i is the instantaneous A-level for sample i

n is the number of samples of AL in a specified time period

For the analysis, n was chosen based on a sampling rate of $r = 10/\text{second}$, where $n = rT$ and T is the sample time. Thus, for a 30-minute sample:

$$n = 10 \times 30 \times 60$$

$$n = 18000$$

The Day-Night Equivalent Sound Level (L_{dn}), like the Equivalent Sound Level (L_{eq}), was developed as a single number measure of community noise exposure, but unlike L_{eq} , L_{dn} adds corrections to nighttime noise to account for increased annoyance during the night hours. It has been included in this study to assess the total community noise and has significance in that the

transit system is a contributor to the total noise environment. In some instances, reduction of transit system noise would have to be accompanied by reductions in numerous other community noise sources to arrive at any substantial reduction in L_{dn} . The expression used for calculating L_{dn} is:

$$L_{dn} = 10 \log \left[\frac{\sum_{i=1}^n 10^{L_{eq}/10} \cdot W_i \cdot T_i}{24} \right]$$

where:

L_{eq} is determined as noted above for four time periods throughout the day

W_i is the weighting factor for nighttime annoyance

$$W_i \text{ (7 a.m. - 10 p.m.)} = 1$$

$$W_i \text{ (10 p.m. - 7 a.m.)} = 10$$

T_i is the time interval for i^{th} period

n is the number of weighted- L_{eq} periods throughout the day

Input for calculating L_{dn} for stations and communities is presented in a later section of this report.

Statistical Analysis - Characteristic noise profiles were also prepared in terms of cumulative sound level amplitude distribution plots and tabular summaries so that L_x statistics can be used to derive additional transit system noise attributes. Figure 4.6 illustrates the analysis equipment used to derive statistical and other environmental noise parameters such as L_{eq} and L_{dn} .

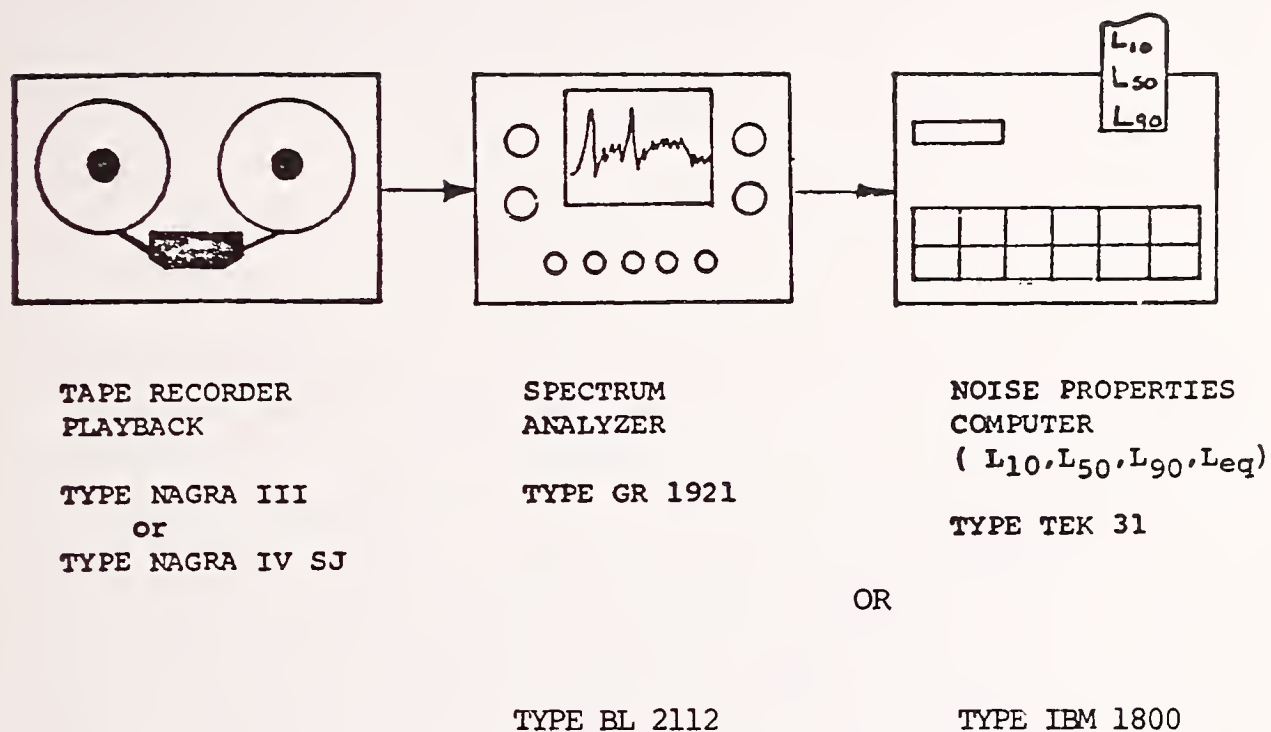


FIGURE 4.6. SYSTEM NOISE LEVEL AVERAGES AND CHARACTERISTICS - ANALYSIS EQUIPMENT

5. NOISE ASSESSMENT DATA

5.1 Description of Transit System

Routes and Service - The Delaware River Port Authority's Port Authority Transit Corporation Lindenwold High Speed Line has a route structure as shown in Figure 5.1 and operates rapid service between Philadelphia and Lindenwold, New Jersey. The line is 14.2 miles (22.9 km) long and has 12 stations. It went into operation in January 1969 between Camden and Lindenwold, with service extended to Philadelphia one month later on a section of track formerly used by the SEPTA bridge cars. The entire distance is covered in less than 23 minutes, for an average speed (including 10 intermediate stops) of 40 mph (64 kph). West of Camden, speeds are held to 40 mph (64 kph) maximum in the four miles (6.4 km) of subway which has several sharp curves requiring 30, 20 and 15 mph limits (48, 32, 24 kph). Southeast of Camden, on the new section of track, normal running speed is 75 mph (121 kph).

Roadbed - Fully welded track is used, except in the subway between 8th and Race Streets (near the Ridge Avenue connection) and 16th Street in Philadelphia, and on the Benjamin Franklin Bridge and its approaches where the rail is jointed. The roadbed in these latter sections consists of short wood ties set in concrete, with every fifth tie a long tie, Figure 5.2(a). East of the Broadway station in Camden, the roadbed is new with continuously welded rail seated on double-shouldered tie-plates, and anchored using compression clips (Figure 5.2(b)). Ten miles of roadbed in New Jersey is above ground, with 45 percent on an embankment, 5 percent on concrete viaduct, (Figure 5.2(c)), 40 percent at grade, and about 10 percent in a cut. The remaining section, some of which is in Camden and about 2.5 miles (4 km) on the Pennsylvania side, is underground.

Near Lindenwold there is a short section of roadbed which runs at-grade, parallel to the Pennsylvania-Reading Seashore Line (PRSL). The Lindenwold station itself is on elevated embankment, with the PRSL track at-grade parallel to it.

Two stations on the system, Westmont and Collingswood, are located on concrete viaducts. At the Collingswood Station, residential dwellings are within 75 ft of the roadbed.

Wheel squeal was noted at the Lindenwold yardloop, and at six underground locations in both Philadelphia and Camden. Impact noise occurs at insulated track joints.

Rail Vehicles - PATCO uses 75 Budd Company electric cars with a third rail shoe collecting power for the stainless steel cars which, according to type, are in two weight classes: double cars and single cars. Detailed construction features are outlined in Table 5.1. There are 25 single-unit double-end cars seating 72, and 50 cars arranged as 25 married pairs, each car seating 80.

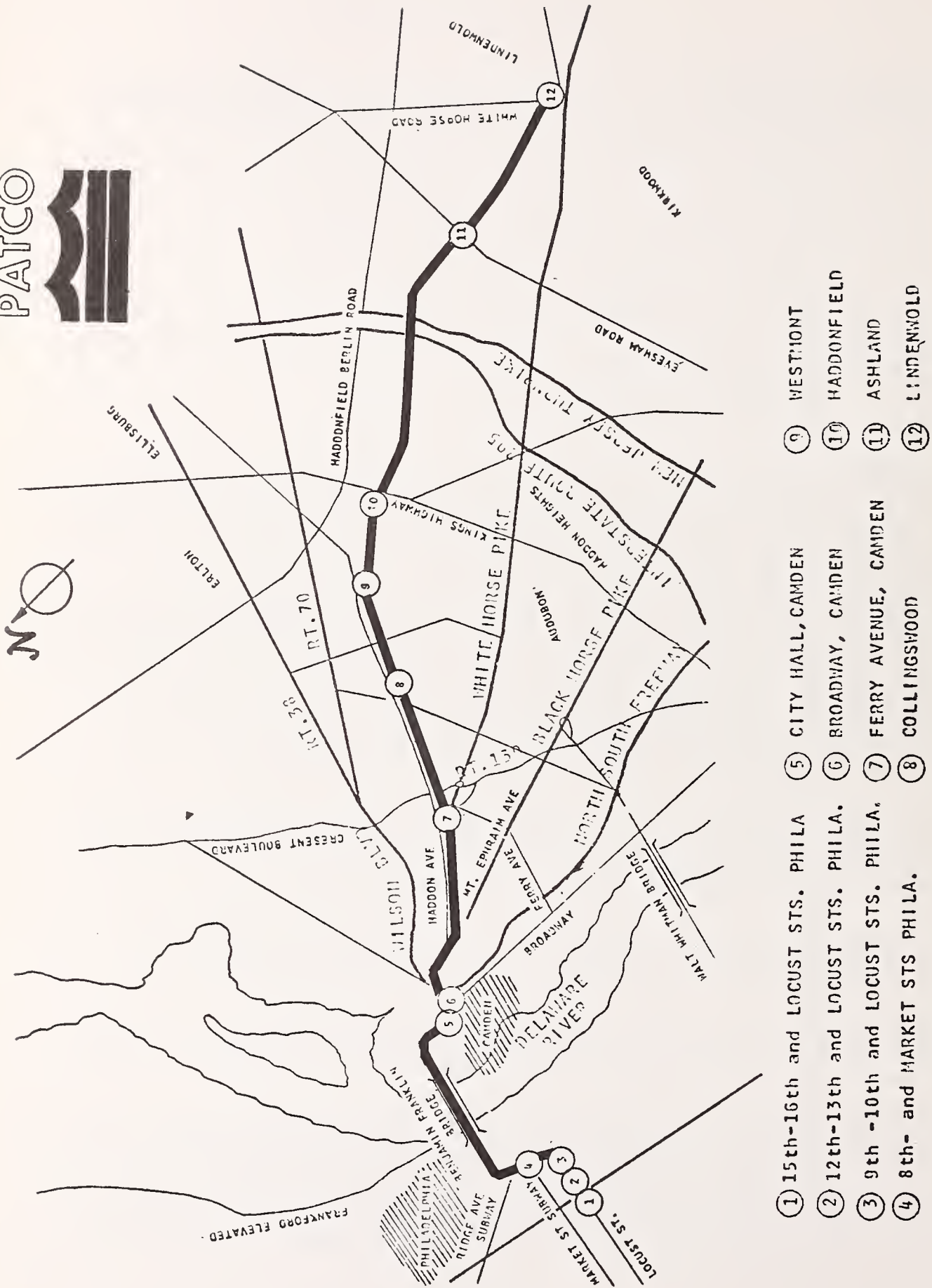


FIGURE 5.1. PATCO LINDENWOLD RAPID TRANSIT SYSTEM SCHEMATIC



(A)

UNDERGROUND



(B)

ON GRADE



(C)

CONCRETE VIADUCT

FIGURE 5-2 PATCO
ROADBED

TABLE 5.1
PATCO TRANSIT CAR SPECIFICATIONS

MANUFACTURER -	The Budd Company
DESIGNER -	Louis T. Klauder & Assoc.
LENGTH OVER COUPLERS -	67' 6"
MAXIMUM WIDTH -	10' 0"
HEIGHT, RAIL TO TOP -	12' 4"
LENGTH, TRUCK CENTERS -	47' 6"
TRUCK WHEEL BASE -	7' 6"
LIGHT WEIGHT -	78,000 Lb. (singles)
SEAT ARRANGEMENT -	2-2 fixed transverse seats
PASSENGERS, SEATED -	80 each in married pairs; 72 in singles
CONSTRUCTION -	Integrated body, no center sill. Stainless steel frame and siding.
BUFF STRENGTH -	200,000 lb.
BRAKING -	Dynamic plus electropneumatic tread type.
BRAKE UNITS -	Composition shoes
BRAKE RATE -	Service from 75 to 60 mph - 2.5 mphps increasing to 3.0 mphps at 50 mph continuing 3.0 to stop.
EMERGENCY -	3.2 mphps at 50 mph with electro- pneumatic only.
SUSPENSION -	Entirely air springs with automatic leveling, load weighing to main- tain acceleration level.
WHEEL SIZE -	28"
NO. OF MOTORS	4 GE 1255A3 (140 HP)
HORSEPOWER PER CAR -	500
SPEED -	85 mph maximum programmed for maximum of 75 mph.
INITIAL ACCELERATION -	3.0 mphps. Average acceleration to 36.5 mph is 2.75 mphps.
POWER -	680V. DC
CURRENT COLLECTION -	Guarded overrunning third rail.
DOORS PER SIDE -	Two double on all cars plus one single near cab on single cars. Doors interlocked with traction motors for safety.
FEATURES -	Fully automatic train operation with cab signaling; M-G and battery for all auxiliary power; wheel slip-slide protection; tinted glass windows; 10-ton air conditioning; train phone, PA system.

Operation of the cars is under automatic control (ATO) and the most frequent headway intervals are two minutes. These intervals lengthen to 7-1/2 to 10 minutes during non-rush hour periods and on weekends, and to one hour during 1:30 to 5:30 a.m. "owl" hours. Service is continuous, 24 hours a day, 365 days a year.

The car interiors are fully climate controlled and employ transverse, high-backed suburban seating. The seats provide some measure of acoustical absorption by their upholstered covers. The floor construction is plymetal with thermal/acoustical insulation on the underside covered with stainless steel sheets. The walls and ceiling also contain acoustical/thermal insulation to increase the car body transmission loss.

Stations - The PATCO system has 12 stations with an average station spacing of 1.29 miles (2.08 km). Distances between the stations are shown in the following table:

Table 5.2. Distances Between Rapid Transit Stations

	<u>Miles</u>	<u>km</u>
Lindenwold to Ashland	1.79	2.88
Ashland to Haddonfield	3.19	5.13
Haddonfield to Westmont	0.87	1.40
Westmont to Collingswood	1.05	1.69
Collingswood to Ferry Avenue	1.61	2.59
Ferry Avenue to Broadway	2.16	3.48
Broadway to City Hall	0.25	0.40
City Hall to 8th-Market	2.28	3.67
8th-Market to 9-10/Locust	0.43	0.69
9-10 Locust to 12-13/Locust	0.29	0.47
12-13/Locust to 15-16 Locust	<u>0.28</u>	<u>0.45</u>
TOTAL	14.2	22.85

All of the stations are of the center platform type on short concrete pillars. Ferry Avenue Station in Camden is somewhat unique in that its platform is split by a tail track for local trains. Figure 5.3 illustrates the track diagram for the remainder of the system.

An acoustical feature noted on the PATCO line is the use of thin metal perforated ceiling throughout its six New Jersey stations.

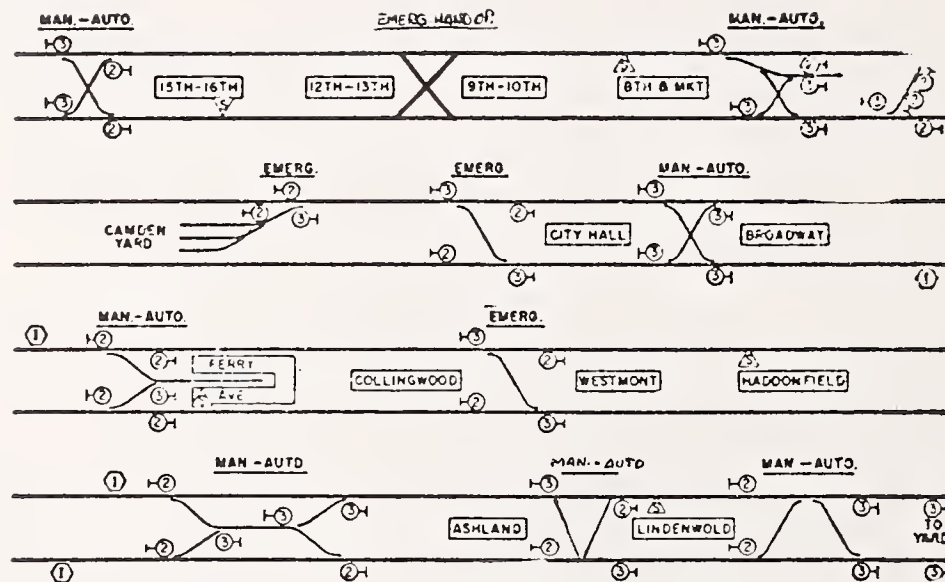


FIGURE 5.3. SYSTEM TRACK DIAGRAM

5.2 Noise Assessment Data

The environmental noise data of the transit system has been grouped for each measurement location with site descriptions and data on the noise survey results. After a general review of the test sites, whether they be community, station or car, and their relationship to the overall transit system geography, specific details are furnished for each site, including the following:

- a. A short description of the important features of the measurement site.
- b. A description of the noise climate identifying the major sources of noise at the location.
- c. Photograph of site including both microphones and tracks.
- d. Sketch of site showing location of both microphones and tracks.
- e. A summary table of the statistical measures of each noise sample (L_1 , L_{10} , L_{50} , L_{90} and L_{99} , L_{eq}), along with the average maximum levels of the train passbys on the near and far tracks. Also given in the table are the average level of L_R for the passbys on the near and far tracks.
- f. Statistical distribution curves for all 30 minute samples at each site.
- g. A sample strip chart trace including near and far track train passbys at the microphone closest to the track.

Table 5.3 is presented to describe the content of information in each summary table. An explanation of each column follows:

Column

- (1) The measurement period in 24 hours during which the noise sample was taken.
- (2) Distance of the microphone from the centerline of the nearest track.
- (3) Length of data sample, in minutes.

TABLE 5.3. EXPLANATION FOR MEASUREMENT RESULT SUMMARY TABLES PRESENTED AT EACH SITE.

[illegible]

Column

(4) Type of train operation during sample, i.e. Passby for community noise and Arrival or Departure for station noise.

(5) Identification for the data presented.

N = Number of trains in sample - cars per train
(4-2 indicates four 2-car trains)

dBA = Averaged A-weighted sound levels, $L_A(\text{Max})$
for number of trains noted (See Fig. 4-4)

S = Standard deviation of $L_A(\text{Max})$ or L_R
listed immediately above it.

$$S = \sqrt{\frac{\sum_{i=1}^N (x_i - \bar{x})^2}{N-1}}$$

where $\underline{x_i}$ = individual $L_A(\text{Max})$ or L_R

\bar{x} = Mean value of $L_A(\text{Max})$ or L_R

- (6) $L_A(\text{Max})$ data for trains operating on near tracks.
- (7) $L_A(\text{Max})$ data for trains operating on far tracks.
- (8) L_R data for trains operating on near tracks.
- (9) L_R data for trains operating on far tracks.
- (10) Summary of cumulative amplitude distribution for data sample, dBA.
- (11) Equivalent Sound Level for sample of duration noted in Column (3) (See Section 4-2)
- (12) Day-Night Equivalent Sound Level for A-weighted noise level integrated over 24 hour period. Weightings are applied to the noise levels measured during the four time periods during the day. (See Section 4-2 and Table 6.1.)

5.2.1 Wayside Community

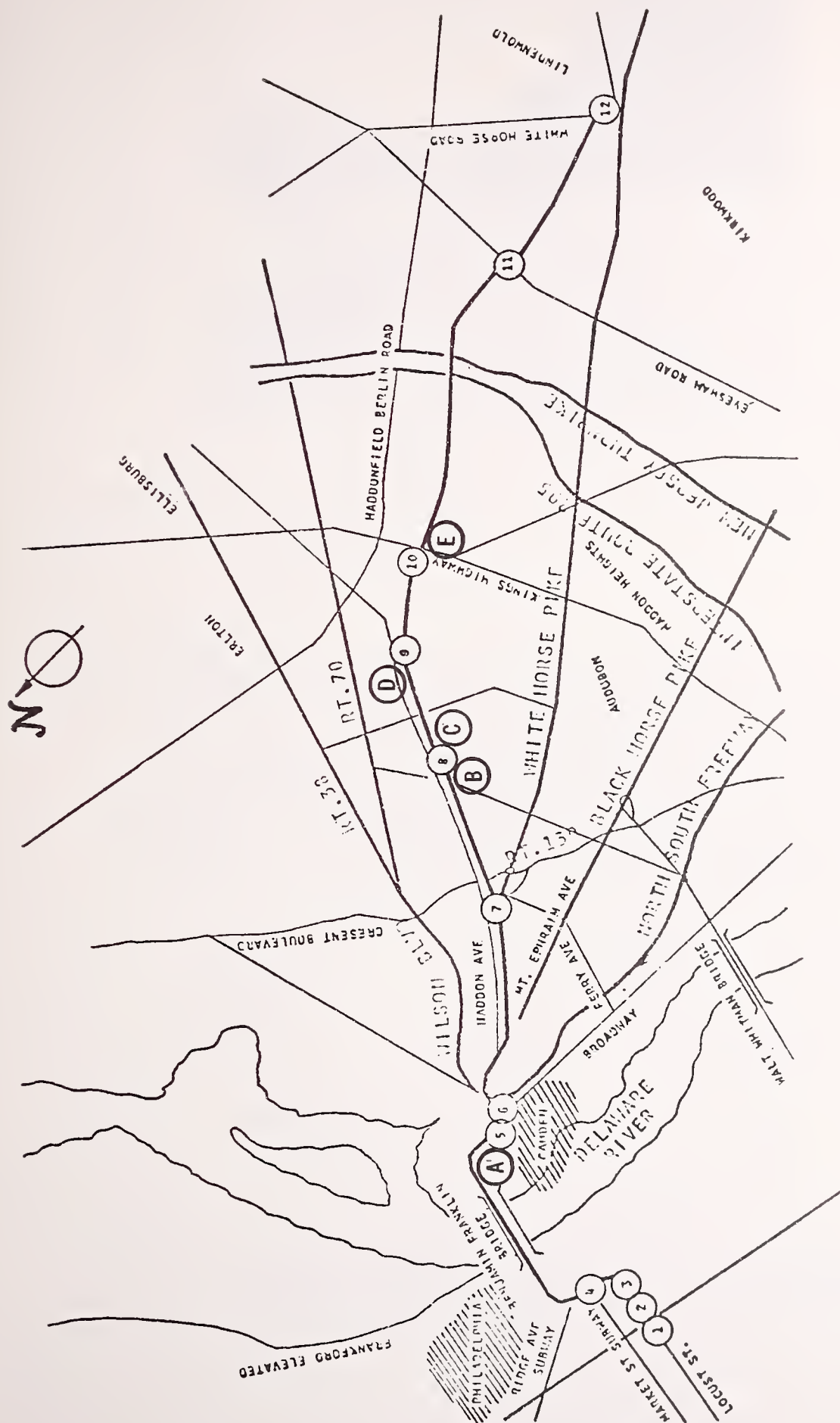
Community noise surveys on the PATCO line were conducted at five locations: one in Camden, two at Collingswood, one near the Haddonfield Station, and one in Westmont (See Figure 5.4).

The Benjamin Franklin Bridge portal site in Camden has high level vehicular traffic ambient noise and is, in addition, subject to transit car wheel squeal and noise from sounding the transit car warning horn upon entering the tunnel. Noise levels resulting from wheel squeal are not noticeable at any other community location along the system, with the exception of occasional squeal emitted at the Lindenwold shop area as trains come on and off line, out of and into the yard area.

Collingswood is a residential community located close to the system right-of-way. It has a quiet suburban noise characteristic and surveys were made near sections of track located on elevated embankment as well as concrete viaduct.

In Westmont, the train passes within 82 ft (23m) of a high rise apartment building. Train operation and track geometry is similar to the Collingswood concrete viaduct site.

Haddonfield is the site of the fifth community noise survey. The track is located in a cut which channels and significantly changes the directivity of train noise in the surrounding community.



KEY

- A CAMDEN, BENJ. FRANKLIN BRIDGE PORTAL
- B COLLINGSWOOD, CONCRETE VIADUCT.
- C COLLINGSWOOD, ELEVATED ENBANKMENT
- D WESTMONT, CONCRETE VIADUCT
- E HADDONFIELD, IN CUT

FIGURE 5-4 - COMMUNITY NOISE SURVEY LOCATIONS

BENJ. FRANKLIN BRIDGE WAYSIDE

SITE DESCRIPTION (see Figure 5.5)

The transit system operates across the Benjamin Franklin Bridge and exits the subway on the New Jersey side of the bridge at a portal which is located directly under the road surface on the bridge ramp. The track then is located out-board of the road surface on the bridge proper. On entering the tunnel, eastbound, the tracks curve sharply to the south under 5th Street, Camden. At the measurement site, the track is layed on ballast and wood ties. Fourth Streeet passes under the bridge approach and also has an exit onto Pearl Street. The Camden campus of Rutgers University is situated immediately south of the bridge plaza. Data was taken at 12m rather than the normal 15m distance since the latter site was in a traffic lane on Pearl Street.

NOISE CLIMATE (see Table 5.4, Figures 5.6 - 5.14)

A predominant source of noise at this site is the vehicle traffic on the Benjamin Franklin bridge. During change of classes at the university, the activity associated with this, including parking of cars, is audible. Normal city sounds, such as sirens, are also heard from time-to-time. Westbound trains occasionally emit wheel squeal near the tunnel portal, but this is often eliminated by greasing the rail in this area. Eastbound trains are heard as they pass by, but are sometimes masked by truck noise on the bridge.



12M MIC POSITION

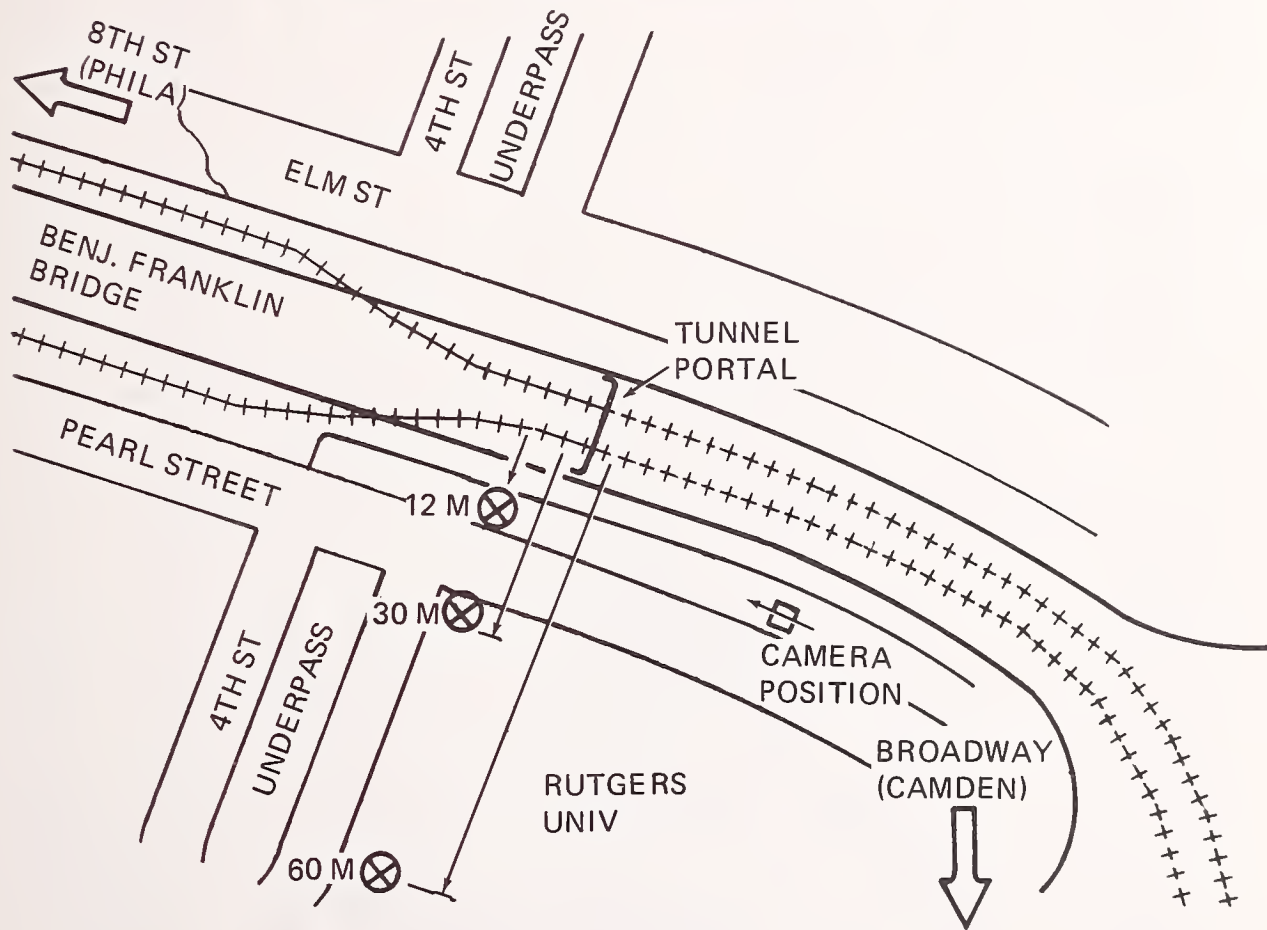


FIGURE 5.5. WAYSIDE MEASUREMENT SITE, BENJ. FRANKLIN BRIDGE PORTAL, CAMDEN, N.J. - NEAR RUTGERS UNIV. CAMPUS

TABLE 5.4 . SUMMARY OF MEASUREMENT RESULTS, 30-MINUTE SAMPLE
COMMUNITY NOISE, PATCO-BEN FRANKLIN BRIDGE (SOUTH SIDE)

TIME	MIC POSITION	SAMPLE TIME	TRAIN CONDITIONS	UNITS	AVG MAX LEVEL		AVG LR		CUMULATIVE AMPLITUDE DISTRIBUTION					Leq	
					a)	NEAR EAST	FAR WEST	NEAR EAST	FAR WEST	L99	L90	L50	L10		L1
Day	12m	30 min.	Pass-by	b)											72
				N	4-2	4-2	4-2	4-2							
				dBA	82	78	88	86							
				c)											
				S	8.52	1.31	6.79	0.81	64	66	69	72	81		
				N	1-4	-	1-4	-							
Rush	12m	30 min.	Pass-by	dBA	79.5	-	88.0								72
				S	-	-	-	-							
Evening	12m	30 min.	Pass-by	dBA											69
Night	12m	14 min.	Pass-by	dBA											67
Day	30m	15 min	Pass-by	dBA											80
Day	60m	15 min	Pass-by	dBA											78
Evening	60m	15 min	Pass-by	dBA											66
Evening	120m		Pass-by	dBA											
Notes: a - Track															Ldn = 76
b - Number of Trains -(e.g.: 4-2 means four 2-car trains)															
c - Standard Deviation of Level															

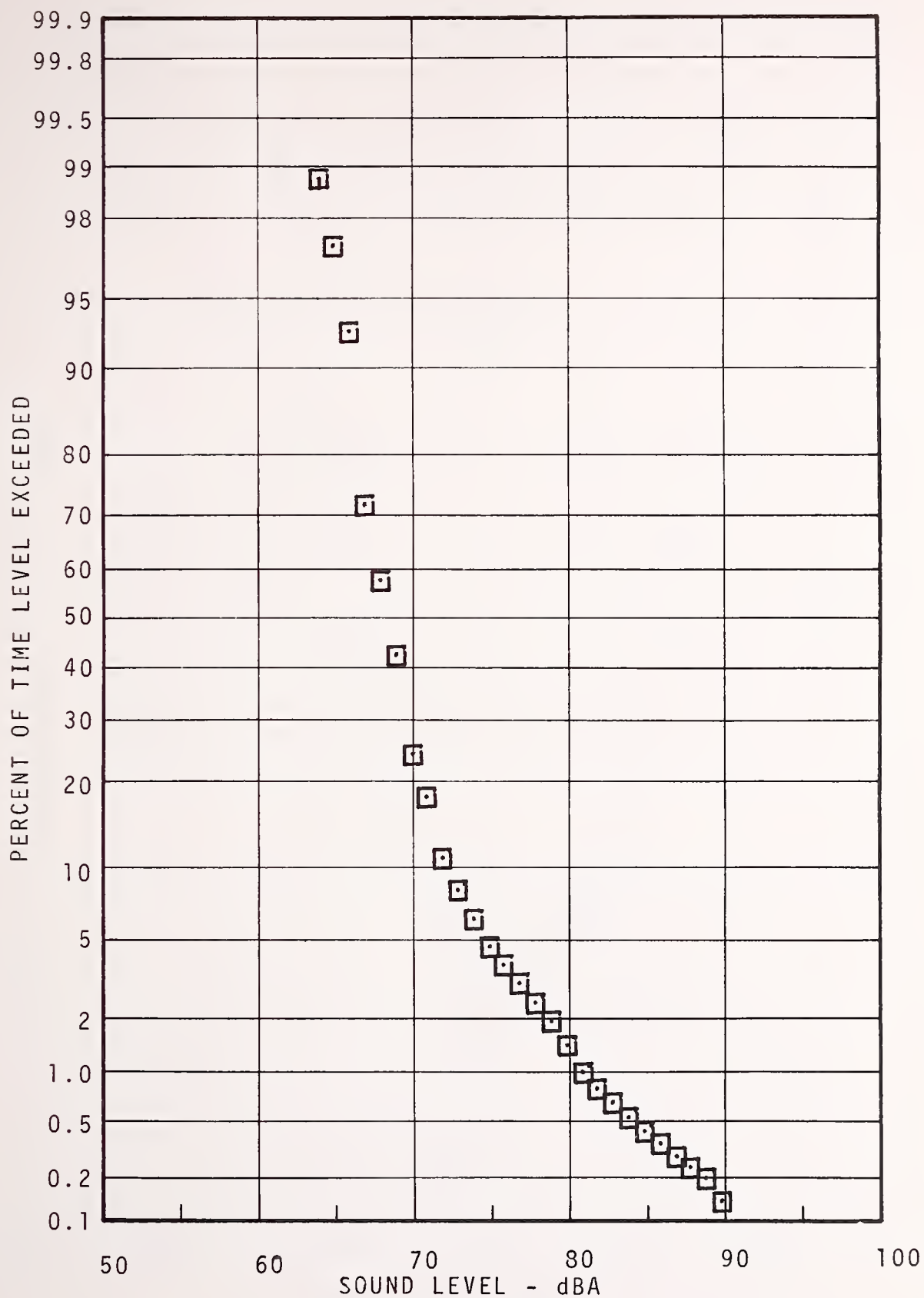


FIGURE 5. 6. BEN FRANKLIN BRIDGE (SOUTH SIDE) COMMUNITY STATISTICAL DISTRIBUTION - 12M DAYTIME.

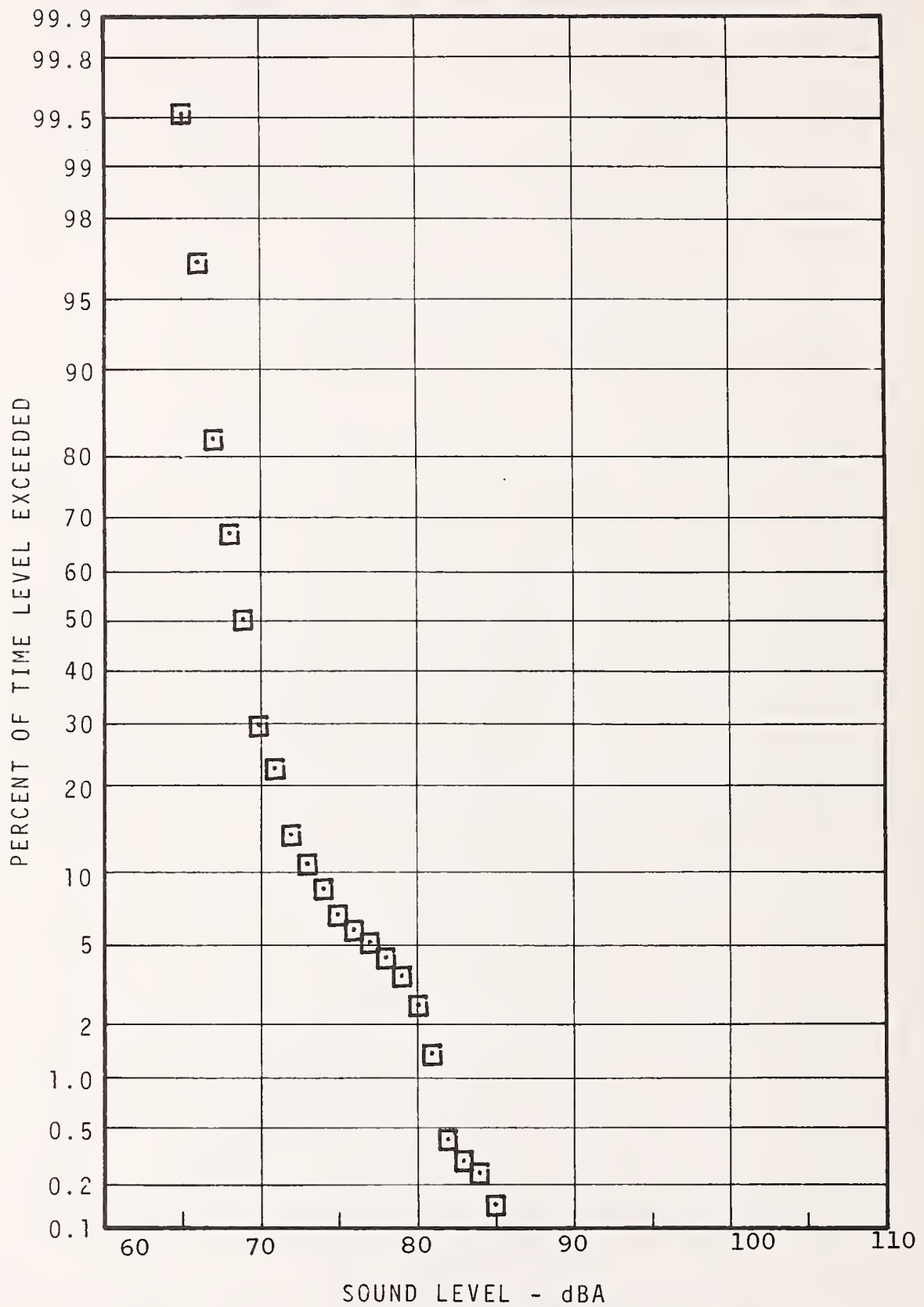


FIGURE 5.7. BEN FRANKLIN BRIDGE (SOUTH SIDE)
COMMUNITY STATISTICAL DISTRIBUTION -
12M - RUSH HOUR.

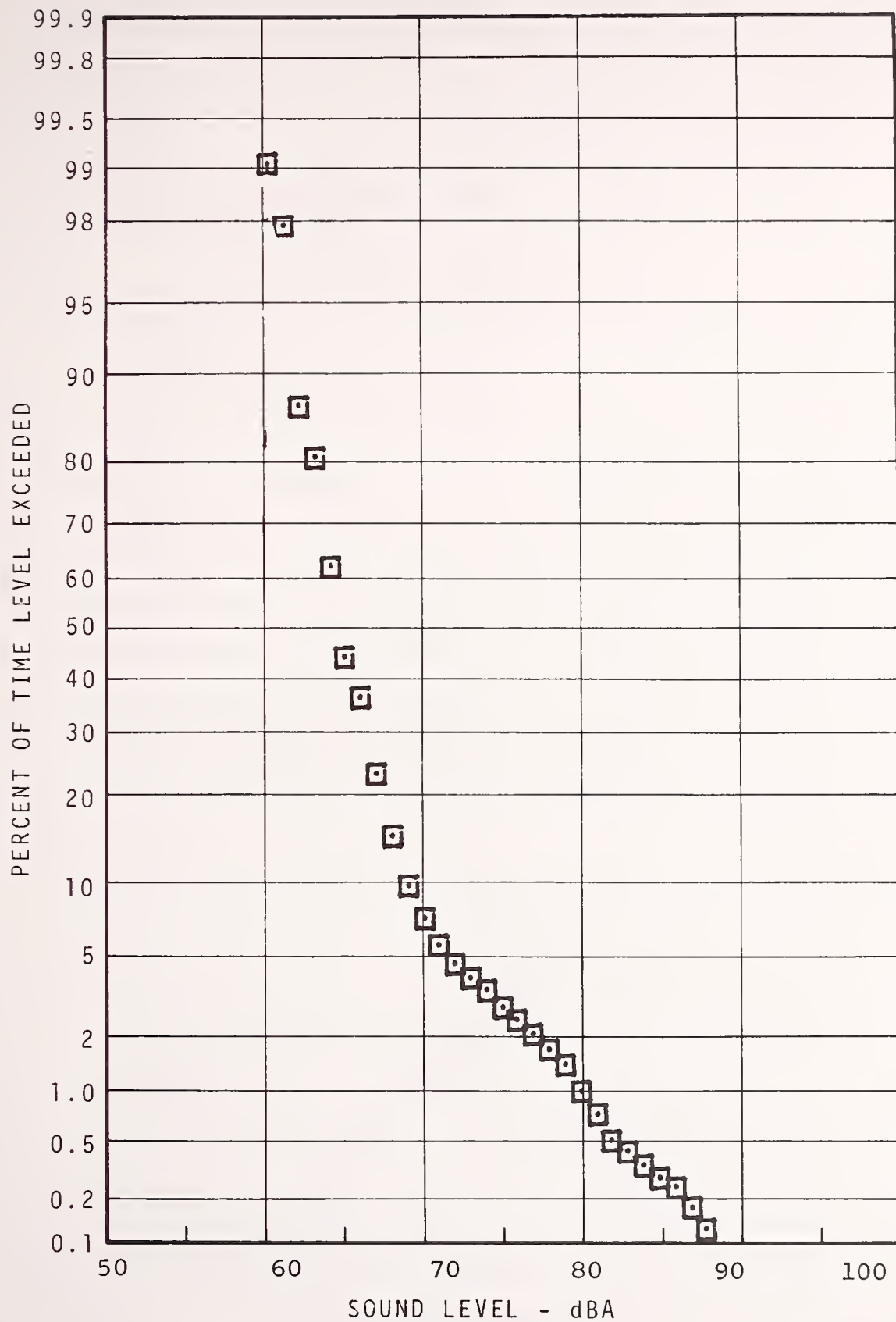


FIGURE 5.8. BEN FRANKLIN BRIDGE (SOUTH SIDE)
COMMUNITY STATISTICAL DISTRIBUTION -
12M - EVENING.

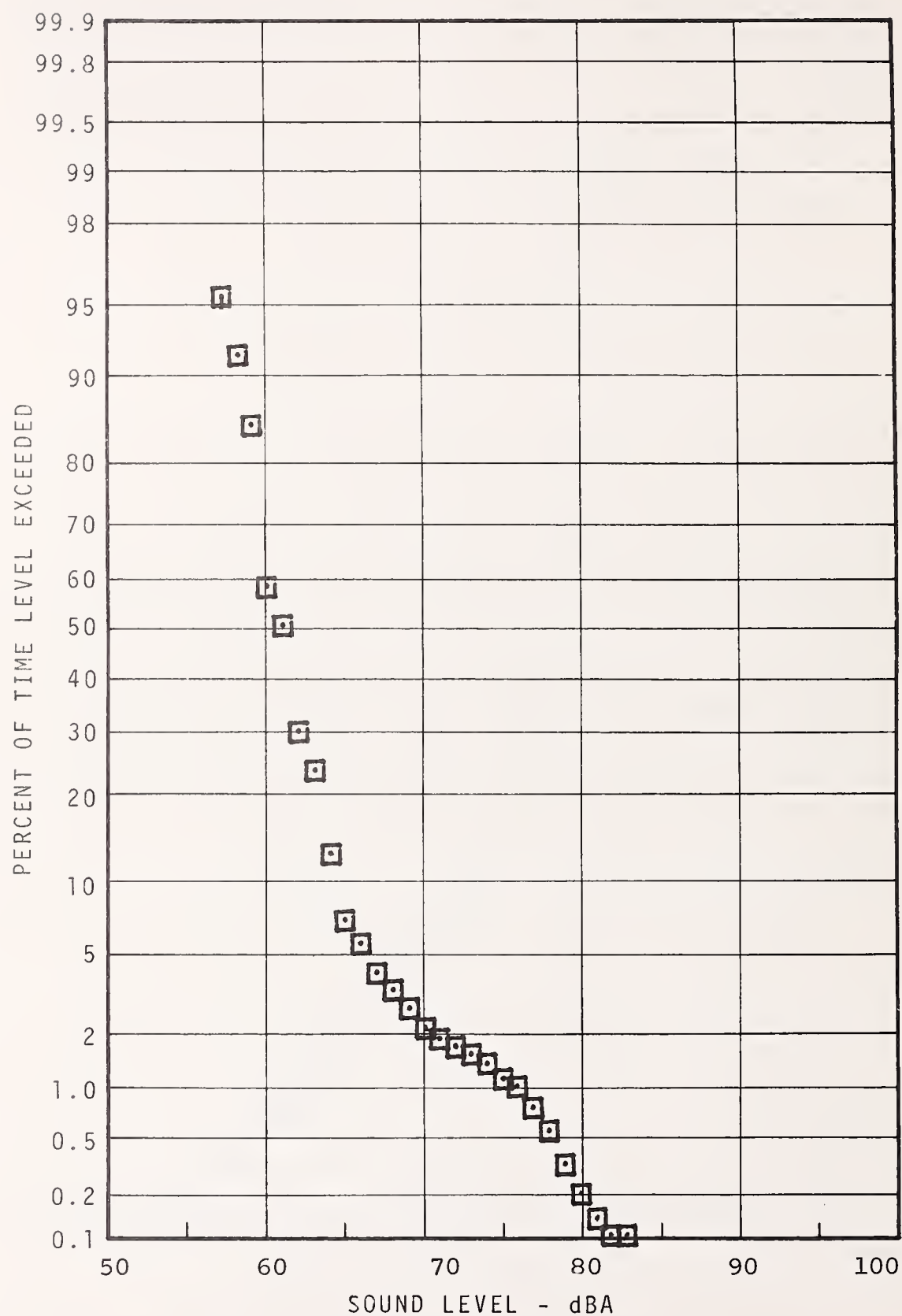


FIGURE 5.9. BEN FRANKLIN BRIDGE (SOUTH SIDE)
COMMUNITY STATISTICAL DISTRIBUTION -
12M - NIGHT.

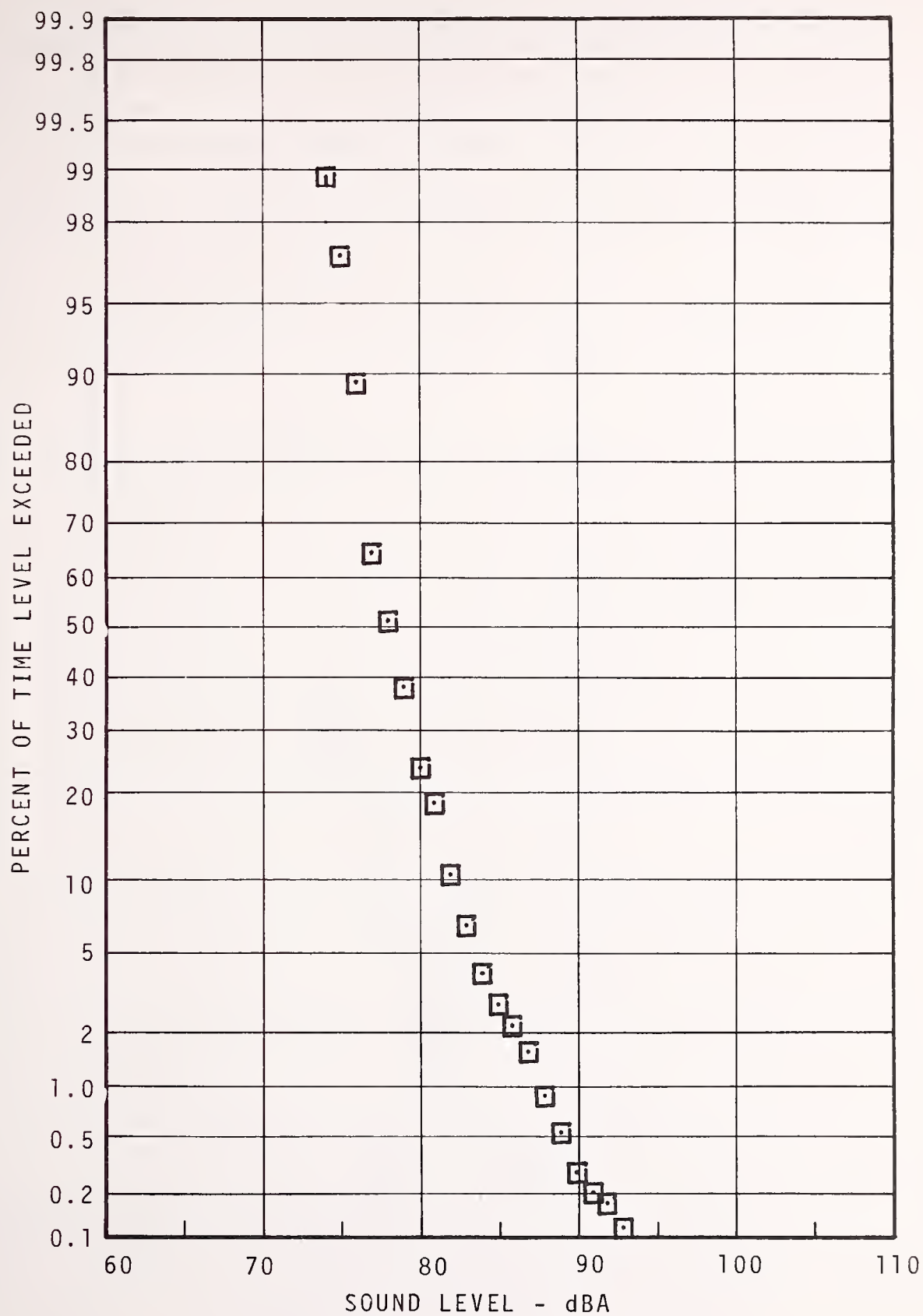


FIGURE 5.10. BEN FRANKLIN BRIDGE (SOUTH SIDE)
COMMUNITY STATISTICAL DISTRIBUTION -
30M - DAYTIME.

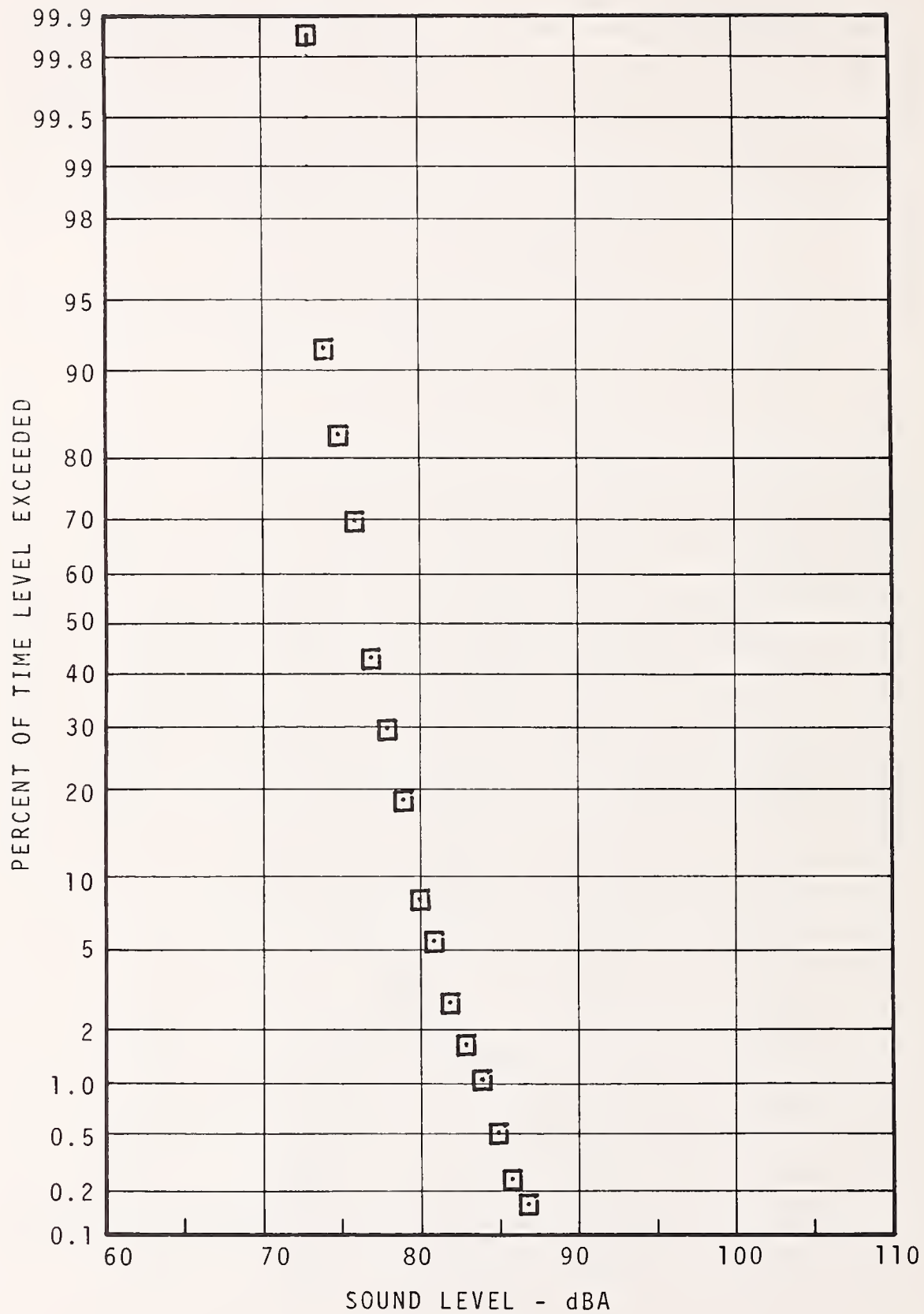


FIGURE 5.11. BEN FRANKLIN BRIDGE (SOUTH SIDE)
COMMUNITY STATISTICAL DISTRIBUTION -
60M - DAYTIME.

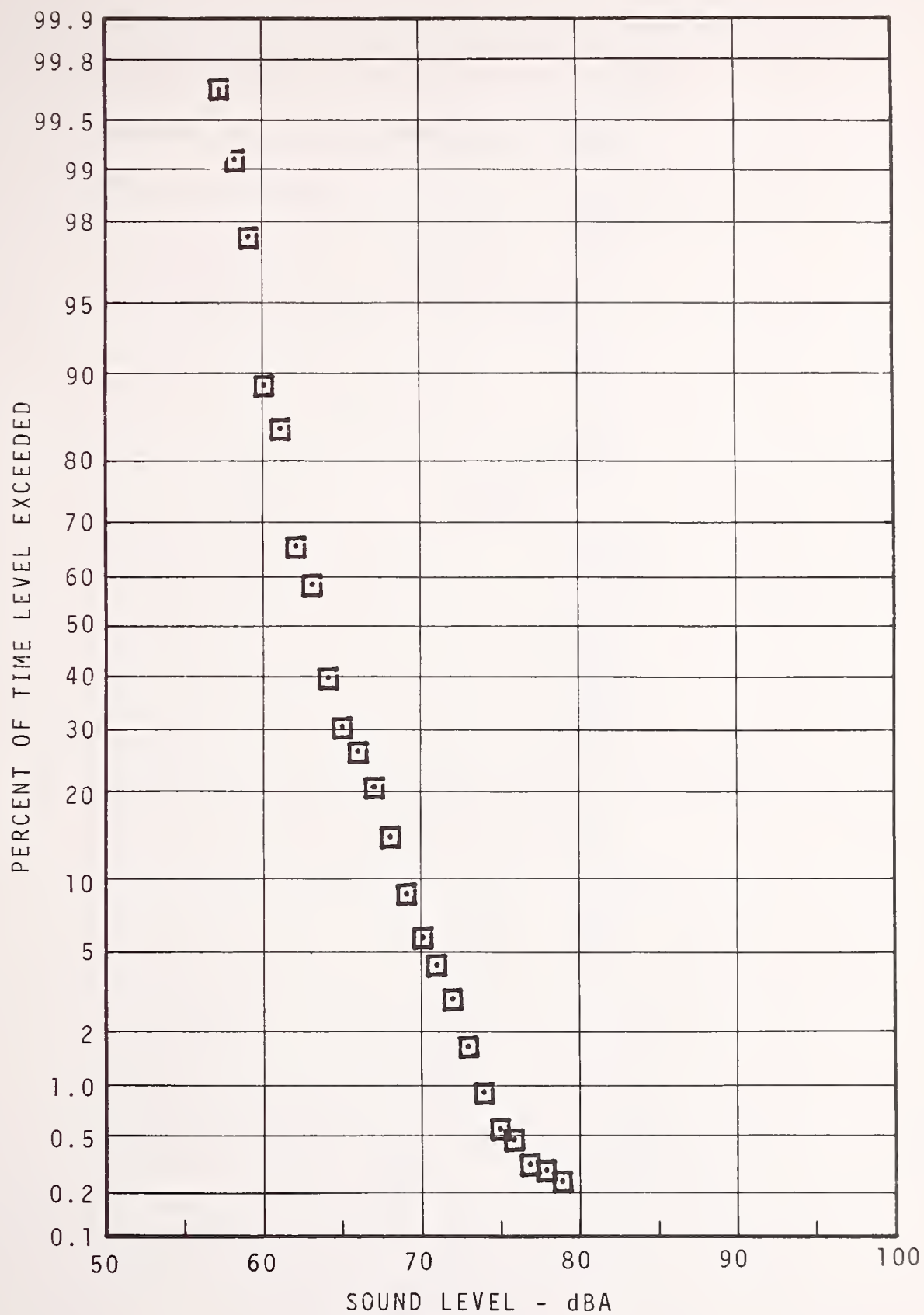


FIGURE 5.12. BEN FRANKLIN BRIDGE (SOUTH SIDE)
COMMUNITY STATISTICAL DISTRIBUTION -
60M - EVENING.

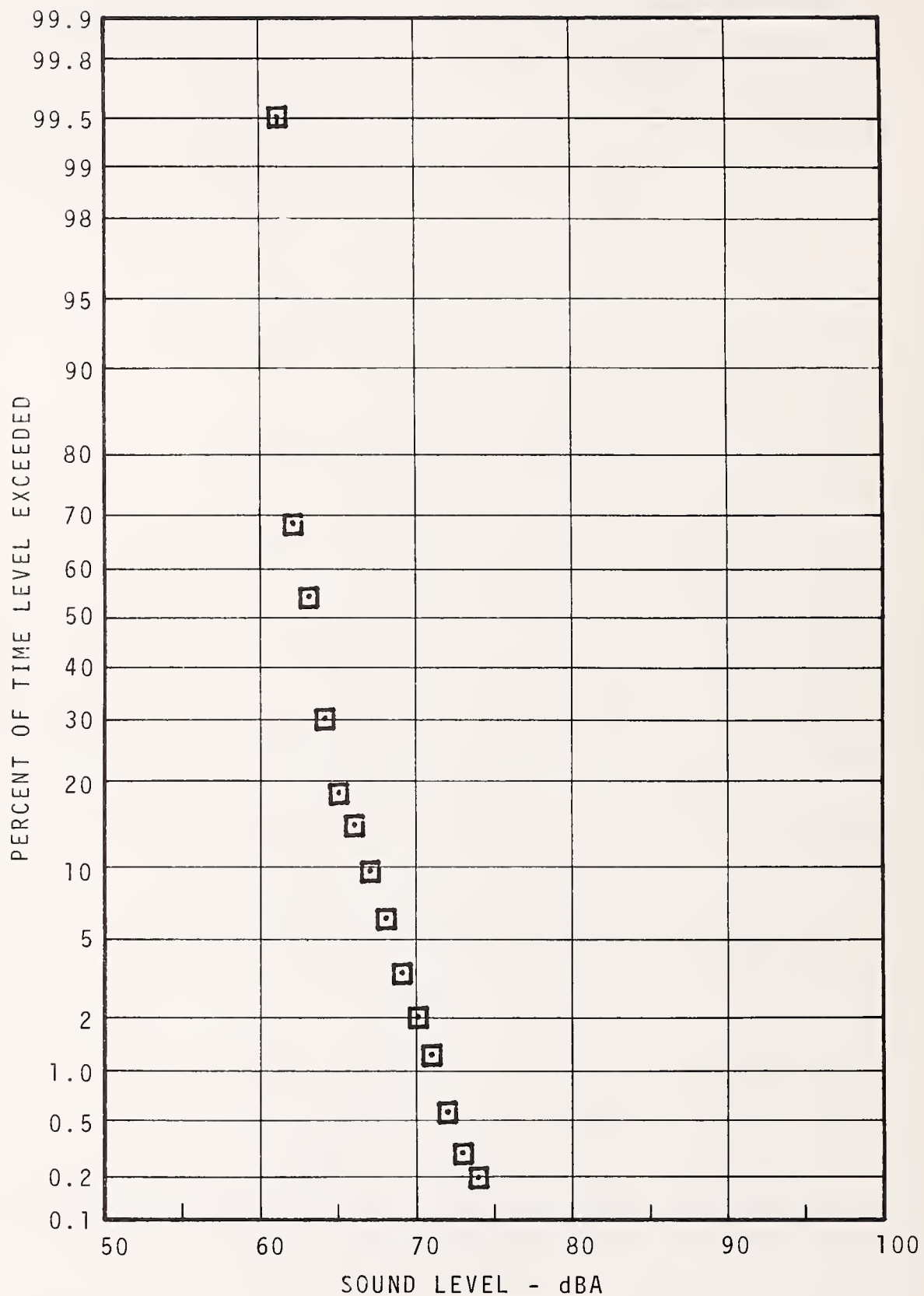


FIGURE 5.13. BEN FRANKLIN BRIDGE (SOUTH SIDE)
COMMUNITY STATISTICAL DISTRIBUTION -
120M - EVENING

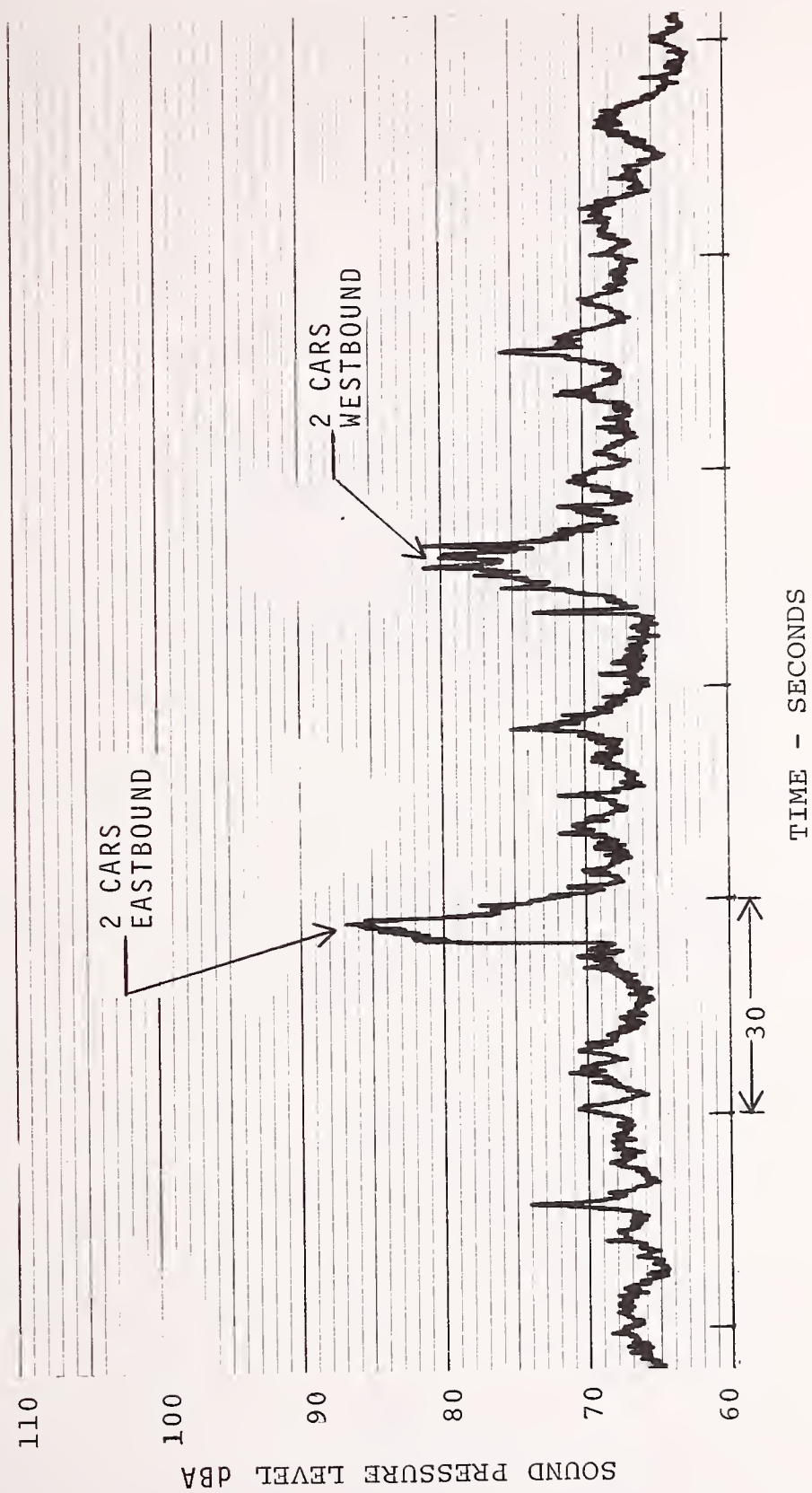


FIGURE 5.14. TYPICAL NOISE TIME HISTORY, CAMDEN COMMUNITY, 12 METRES.

COLLINGSWOOD EMBANKMENT WAYSIDE

SITE DESCRIPTION (see Figure 5.15)

East of the concrete viaduct site in Collingswood, the transit system operates on a section of elevated embankment. The tracks are approximately 15 ft (4.6m) above street level and the embankment is retained by vertical concrete walls. A measurement site was selected at Ogden Avenue to survey noise. This vicinity is taken as representative of acoustically similar locations along the PATCO System. The immediate area comprises residential homes and is generally a quiet neighborhood. Collingswood Station is located 2 blocks west of this position.

NOISE CLIMATE (see Table 5.5, Figures 5.15 - 5.26)

Traffic, aircraft, dogs, children at play, all comprise the ambient noise in this community. Transit system noise forms a part of this, but trains generally cannot be heard for more than two blocks from the system. Propulsion system noise appears to be the predominant noise on the rail car.

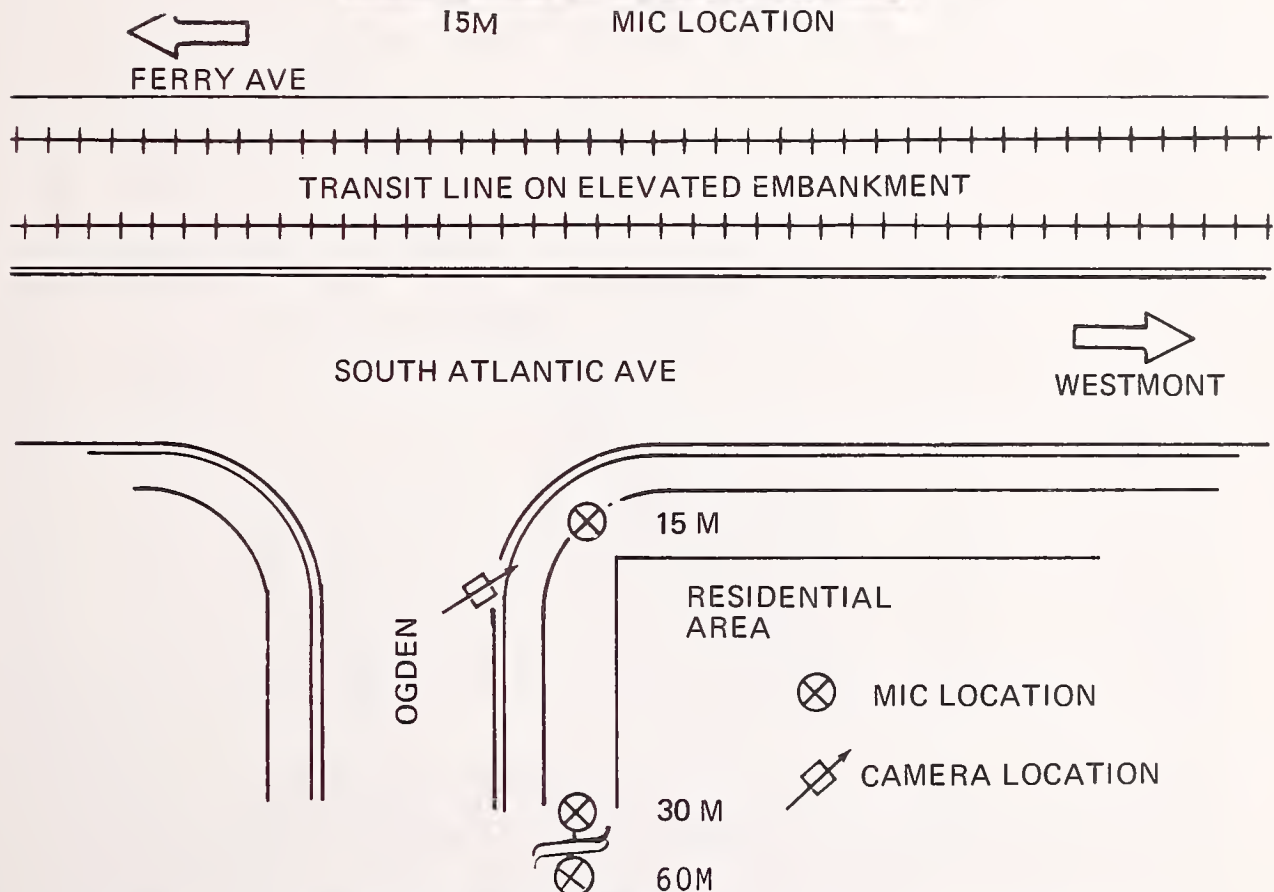


FIGURE 5.15. WAYSIDE MEASUREMENT LOCATION, COLLINGSWOOD ELEVATED EMBANKMENT

TABLE 5.5 SUMMARY OF MEASUREMENT RESULTS FOR 30-MINUTE SAMPLE,
COMMUNITY NOISE, PATCO-OGDEN AND ATLANTIC AVES.,
COLLINGSWOOD - CAR TYPE: BUDD

TIME	MIC POSITION	SAMPLE TIME	TRAIN CONDITIONS	UNITS	AVG MAX LEVEL			AVG LR			CUMULATIVE AMPLITUDE DISTRIBUTION					Leq
					a)	NEAR EAST	FAR WEST	NEAR EAST	FAR WEST	L99	L90	L50	L10	L1		
Day	15m	30 min.	Pass-by	b)	5-2	4-2	4-2	5-2	4-2	53	54	58	68	79	67	
				N												
				dBA												
				c)	S	2.53	1.71	2.17	1.65							
Rush	15m	30 min.	Pass-by	dBA						54	56	60	71	82	70	
Evening	15m	30 min.	Pass-by	dBA						53	54	58	68	77	65	
Night	15m	30 min.	Pass-by	dBA						46	46	48	58	73	60	
Day	30m	14 min.	Pass-by	dBA						53	53	54	63	80	65	
Rush	30m	15 min.	Pass-by	dBA						53	54	58	67	82	68	
Evening	30m	15 min.	Pass-by	dBA						49	49	54	65	74	62	
Day	60m	8 min.	Pass-by	dBA						53	54	57	64	71	65	
Rush	60m	10 min.	Pass-by	dBA						53	56	59	67	78	65	
Evening	60m	17 min.	Pass-by	dBA						48	49	51	65	74	61	
Notes: a - Track																Ldn = 72
b - Number of Trains - (e.g.: 4-2 means four 2-car trains)																
c - Standard Deviation of Level																

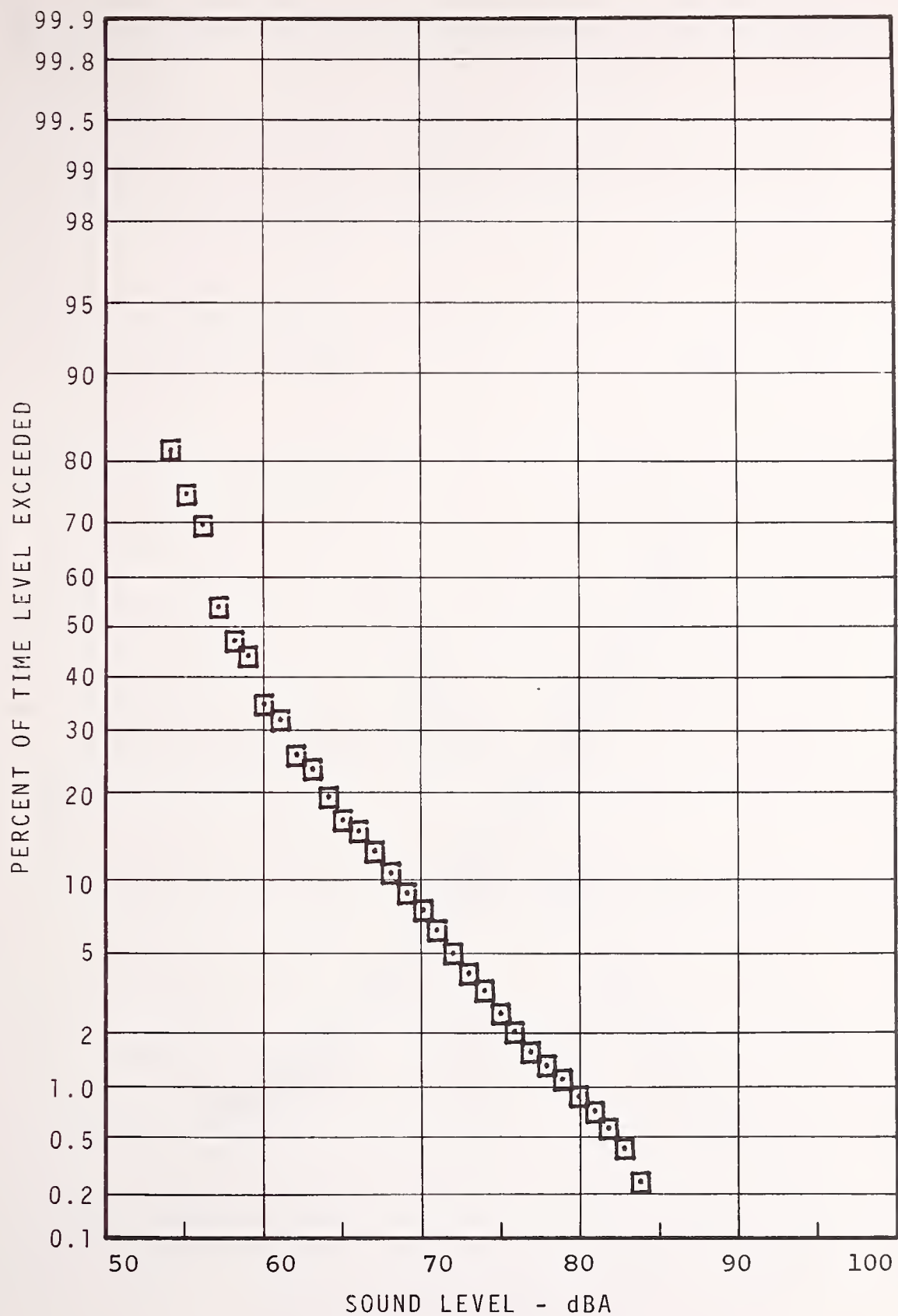


FIGURE 5.16. OGDEN AND ATLANTIC AVES. COMMUNITY
STATISTICAL DISTRIBUTION - 15M -
DAYTIME.

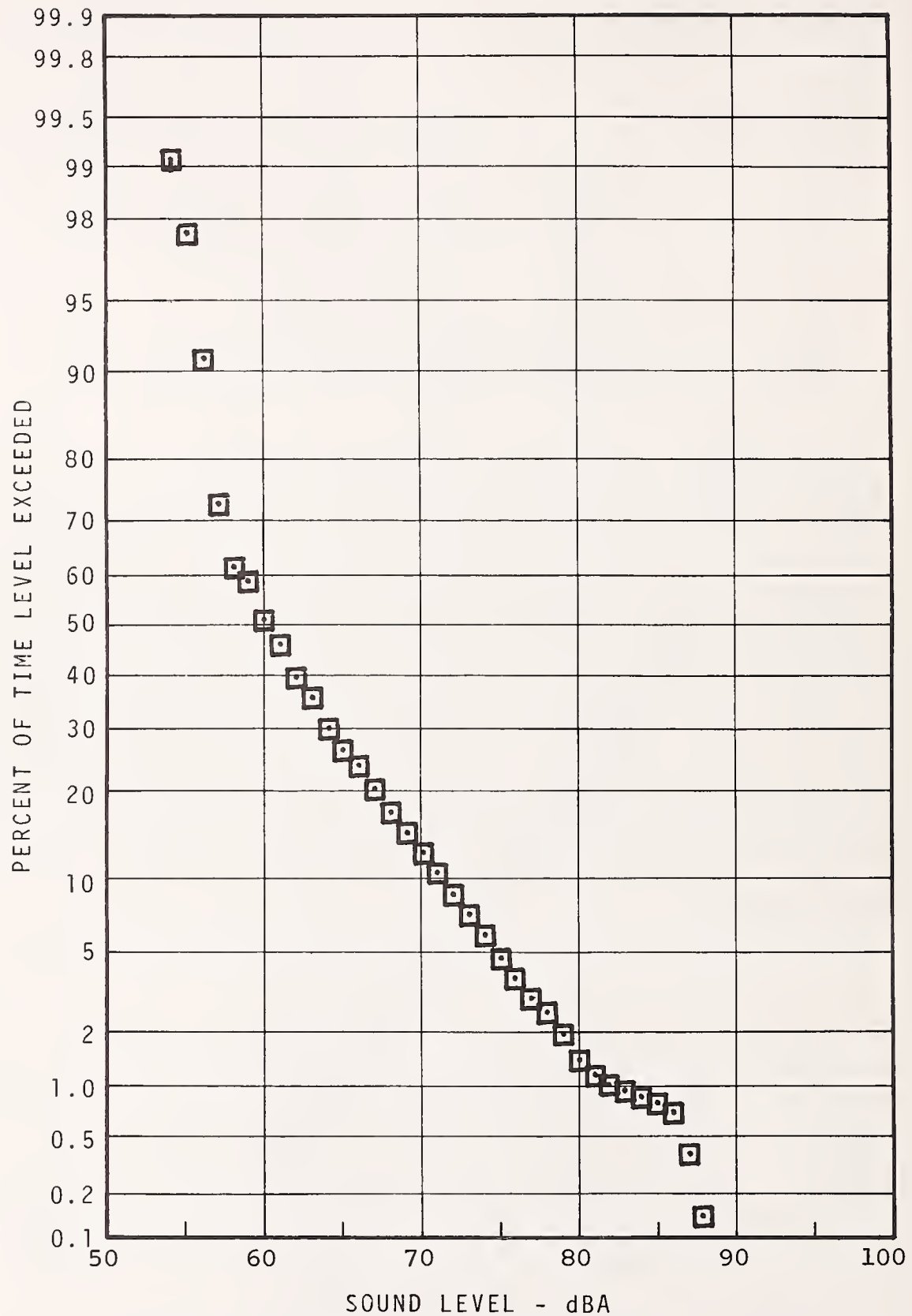


FIGURE 5.17. OGDEN AND ATLANTIC AVES.
COMMUNITY STATISTICAL DISTRIBUTION -
15M - RUSH HOUR.

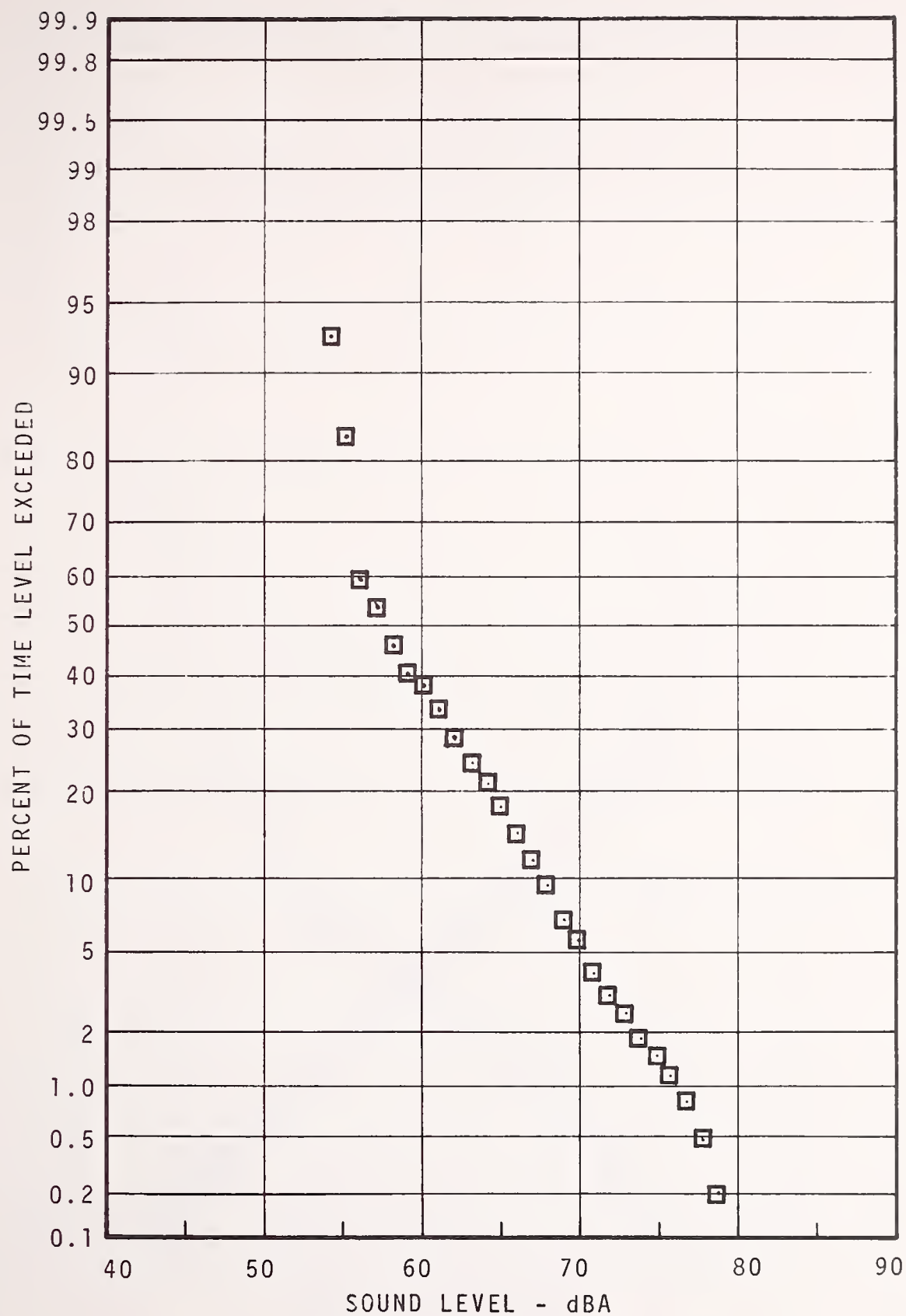


FIGURE 5.18. OGDEN AND ATLANTIC AVES. COMMUNITY
STATISTICAL DISTRIBUTION -
15M - EVENING.

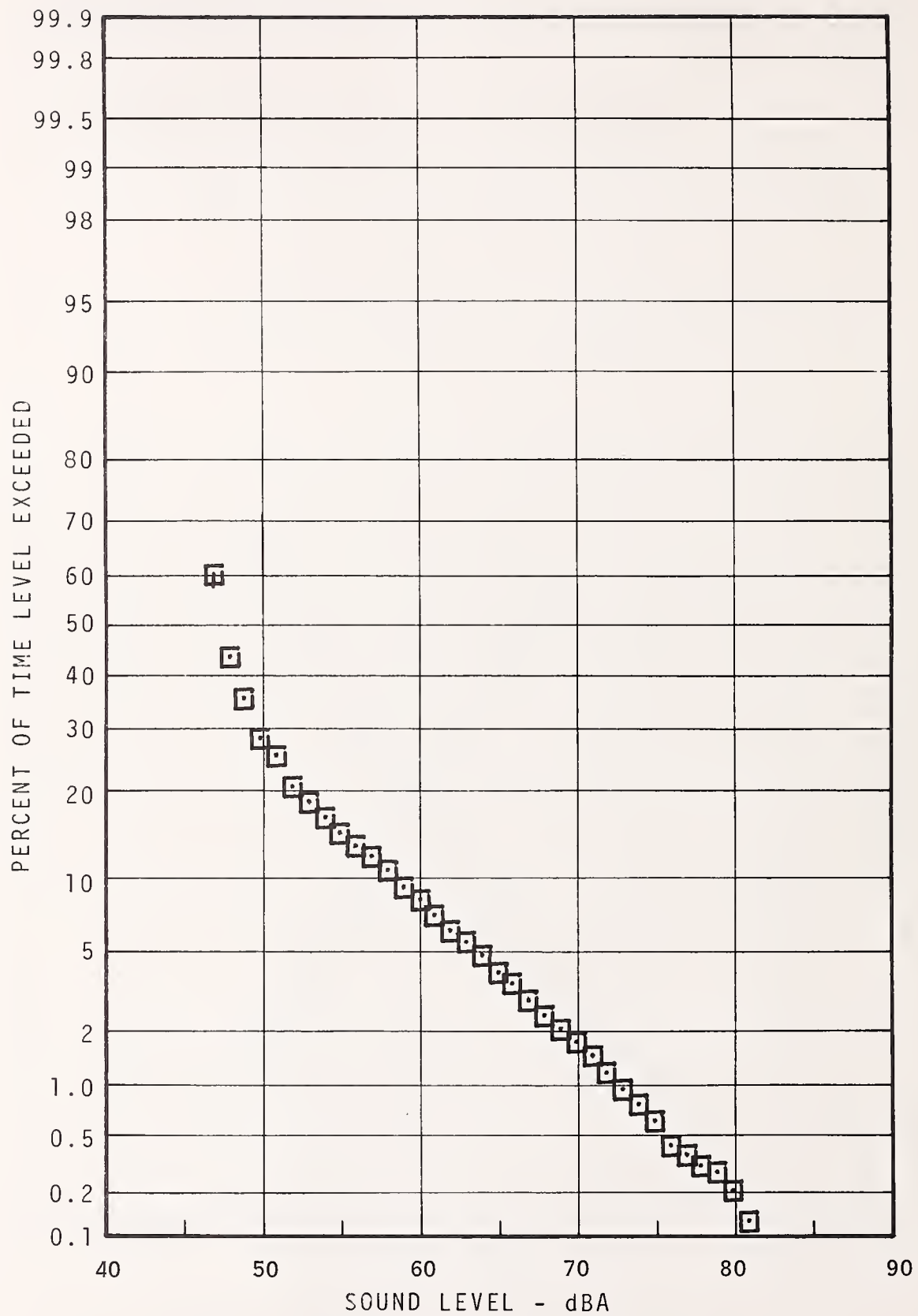


FIGURE 5.19. OGDEN AND ATLANTIC AVES. COMMUNITY
STATISTICAL DISTRIBUTION - 15M - NIGHT.

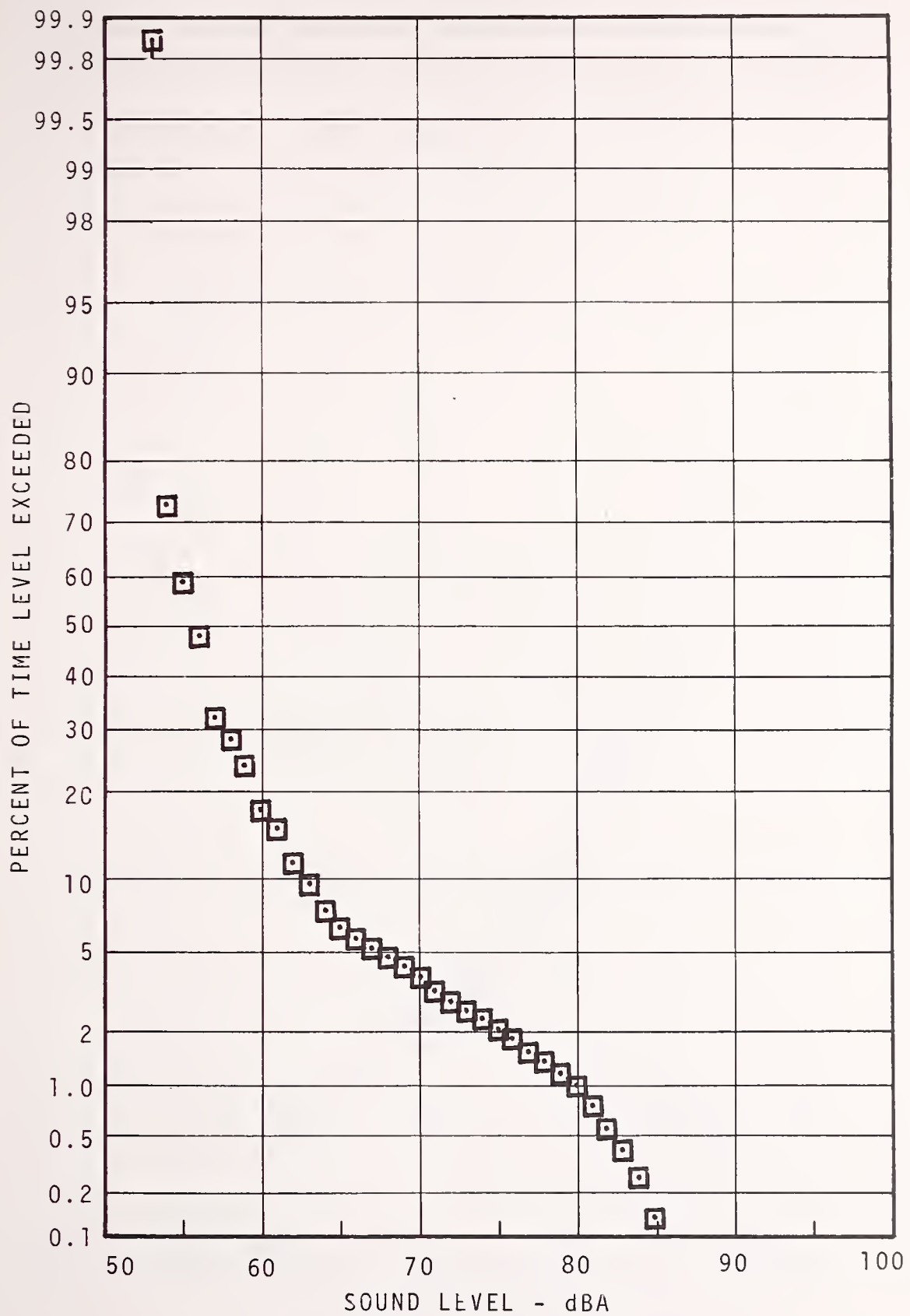


FIGURE 5.20.

OGDEN AND ATLANTIC AVES COMMUNITY
STATISTICAL DISTRIBUTION - 30M - DAYTIME

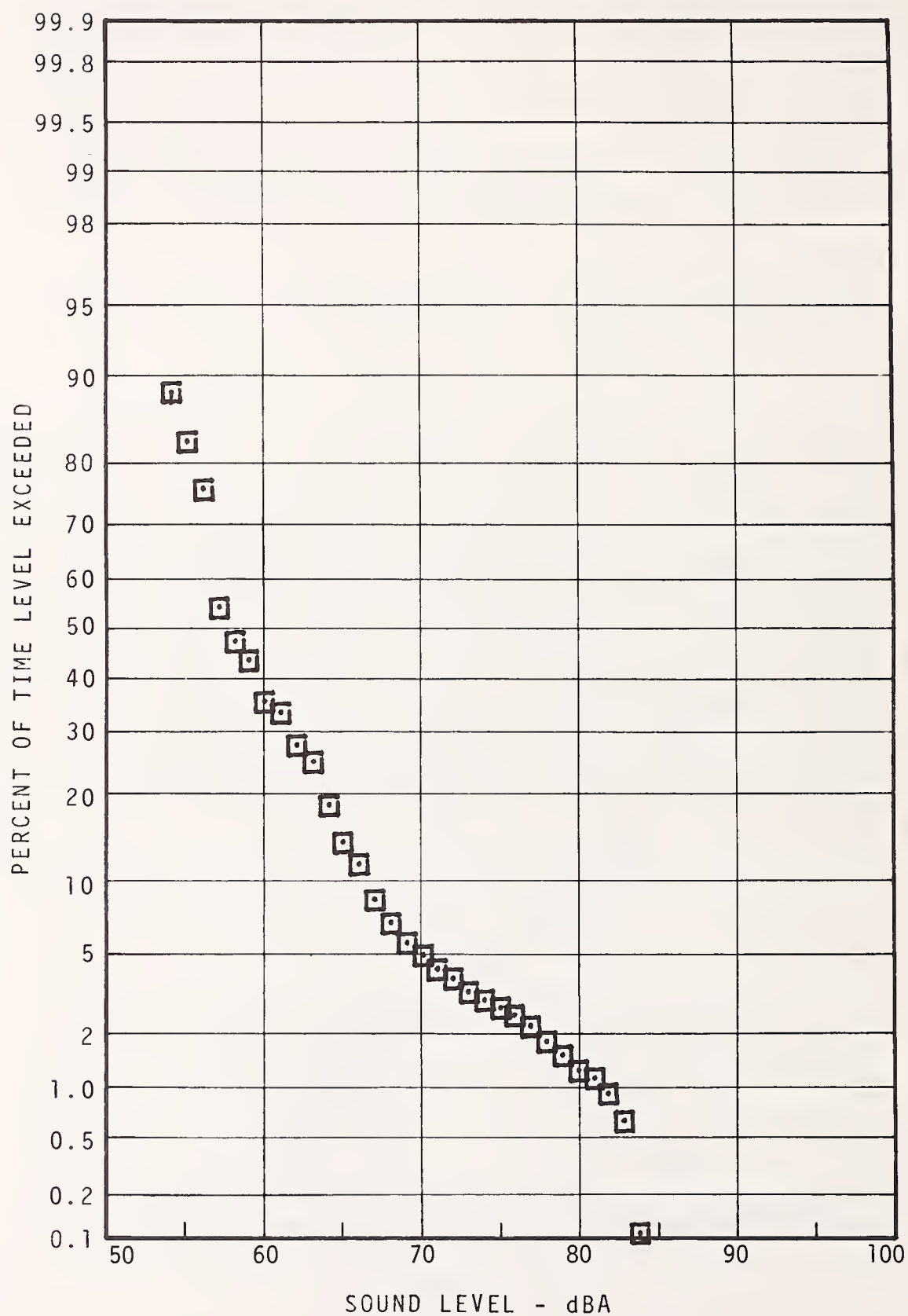


FIGURE 5.21 . OGDEN AND ATLANTIC AVES. COMMUNITY
STATISTICAL DISTRIBUTION - 30M - RUSH HOUR.

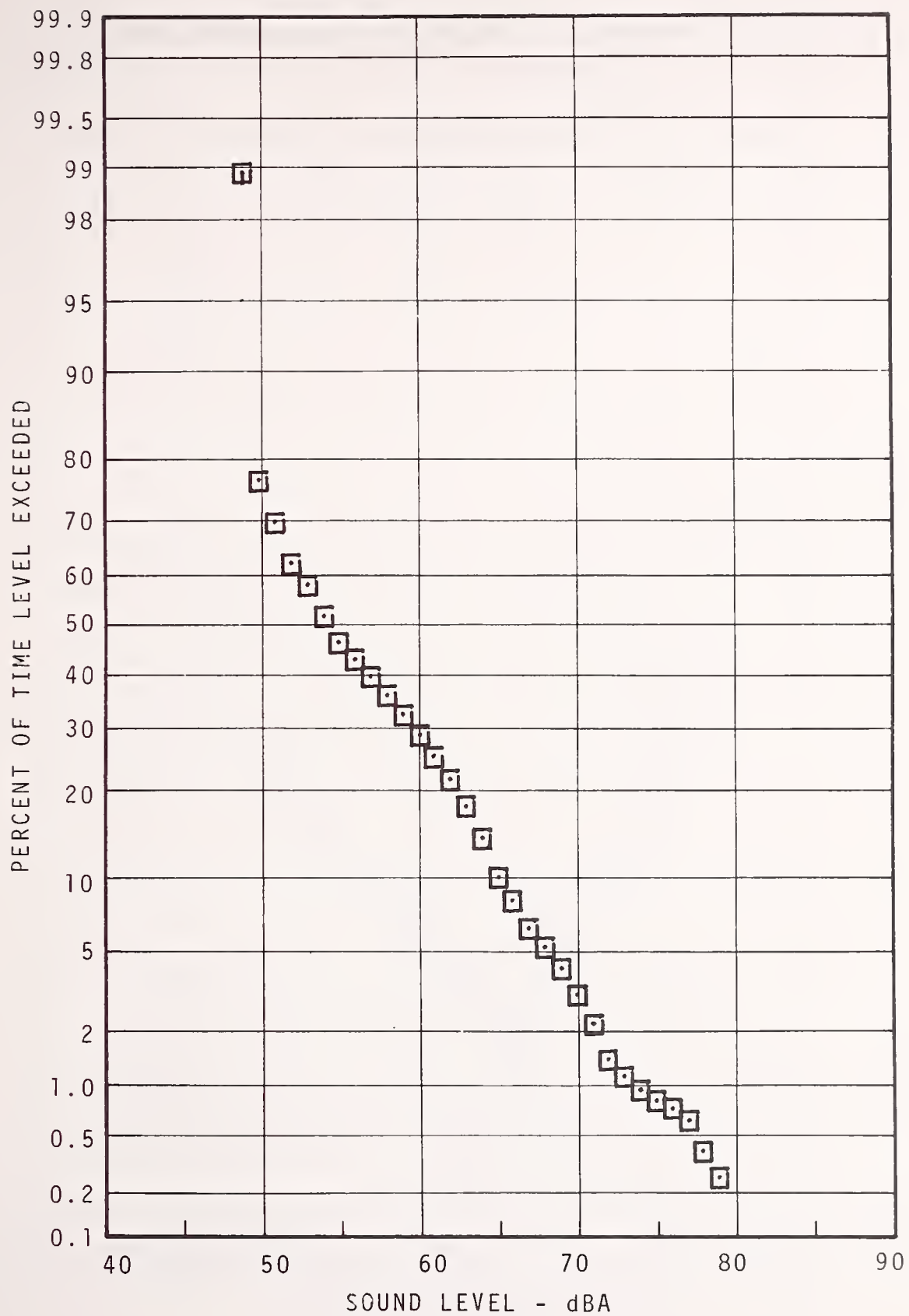


FIGURE 5.22 . OGDEN AND ATLANTIC AVES. COMMUNITY
STATISTICAL DISTRIBUTION - 30M- EVENING.

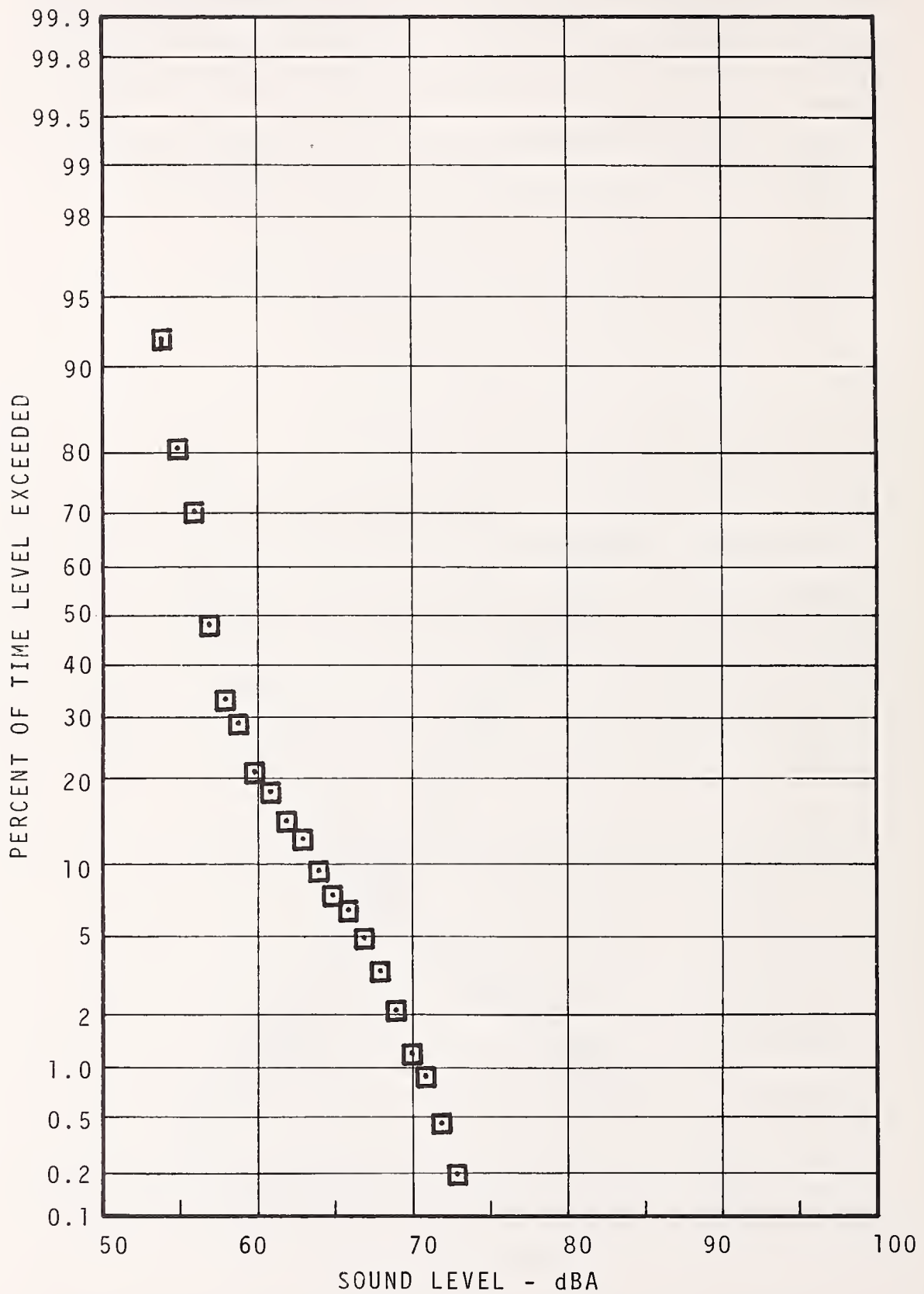


FIGURE 5.23 . OGDEN AND ATLANTIC AVES. COMMUNITY
STATISTICAL DISTRIBUTION - 60M-DAYTIME.

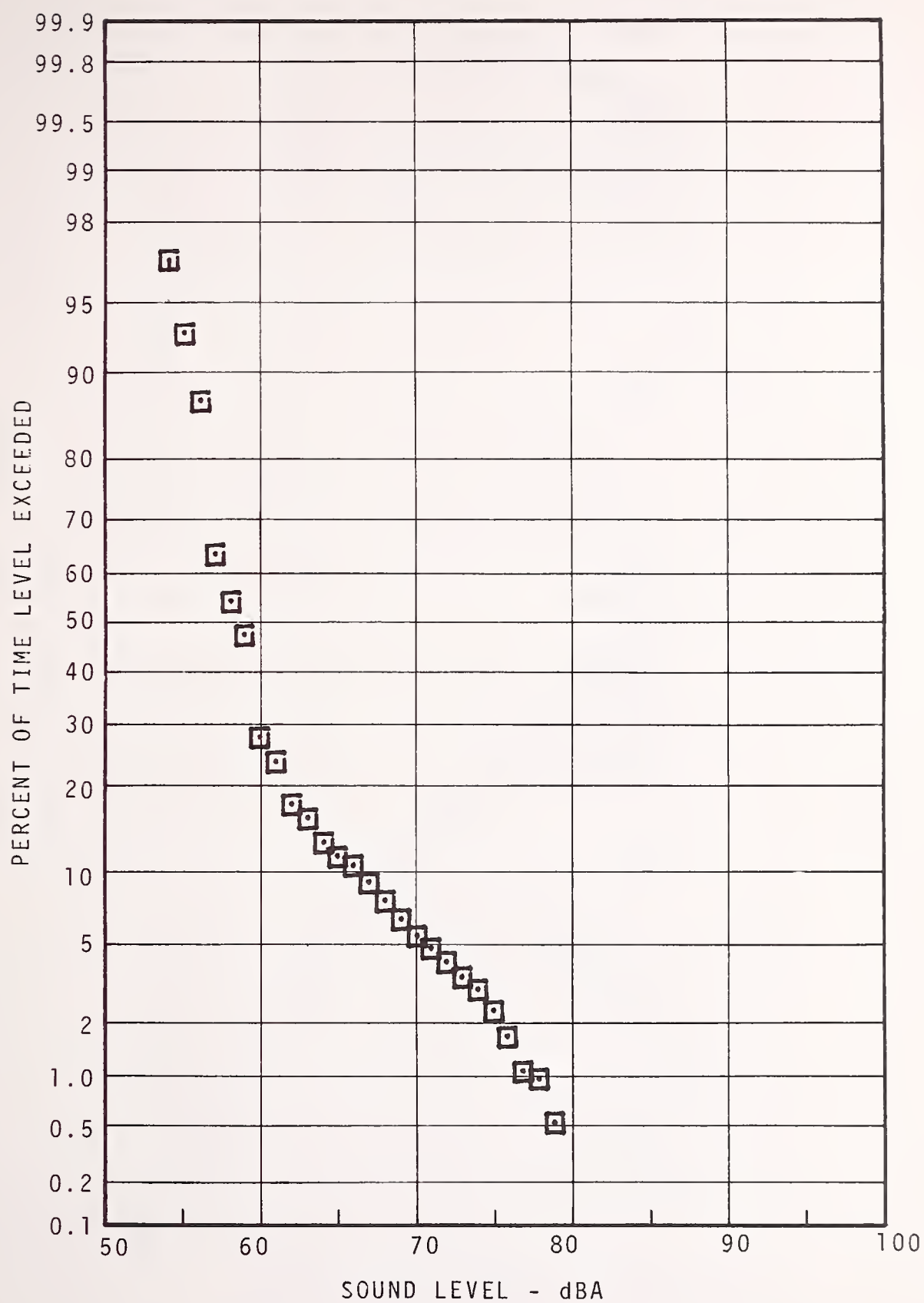


FIGURE 5.24 . OGDEN AND ATLANTIC AVES. COMMUNITY
STATISTICAL DISTRIBUTION -60M - RUSH HOUR.

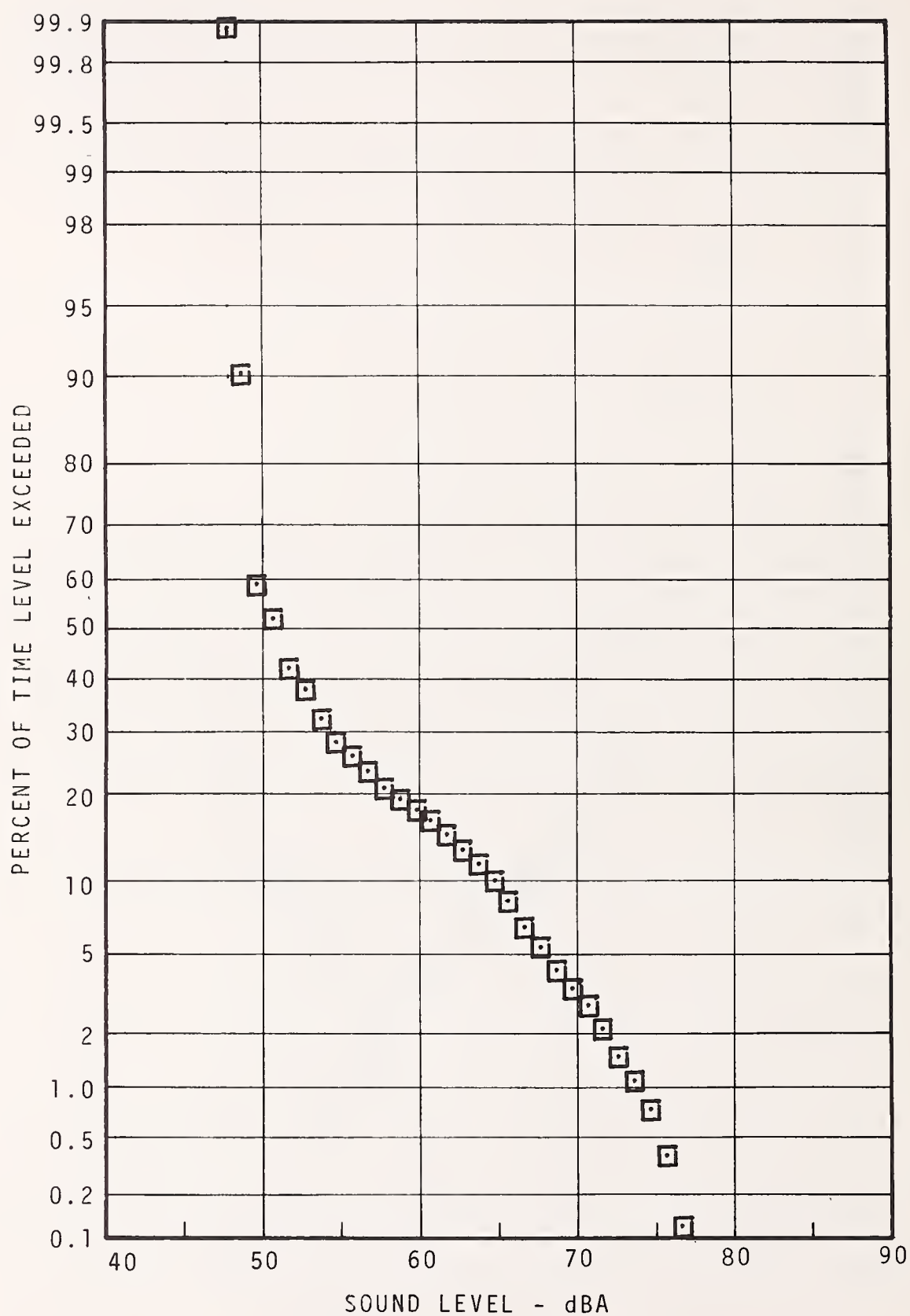


FIGURE 5.25 . OGDEN AND ATLANTIC AVES. COMMUNITY
STATISTICAL DISTRIBUTION - 60M - EVENING.

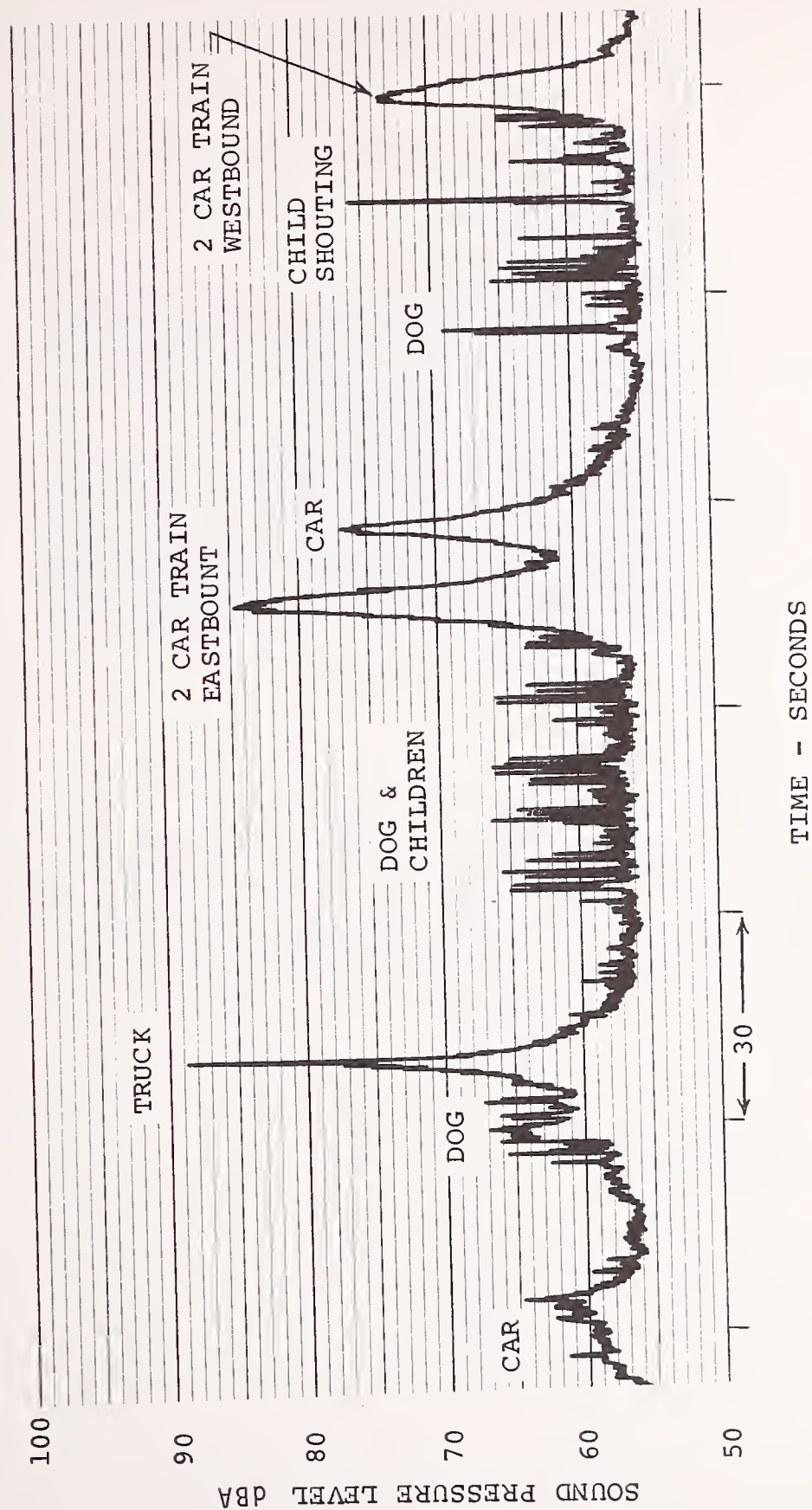


FIGURE 5.26. TYPICAL TIME HISTORY, OGDEN & ATLANTIC, WAYSIDE

COLLINGSWOOD VIADUCT WAYSIDE

SITE DESCRIPTION (see Figure 5.27)

At this location, the transit line operates over concrete viaduct. The line is located over a grass island separating North and South Atlantic Avenue. Each side of the right-of-way is composed of primarily residential homes with some places of business. At the measurement site there is a 2 story building consisting of a store with apartment overhead, and a church parking lot on the opposite side of Dayton Avenue. The region under the viaduct is open to the north side of the line. Collingswood Station is located approximately 4 blocks east of this site.

NOISE CLIMATE (see Table 5.6, Figures 5.28 - 5.39)

Collingswood is a quiet residential community, but the noise of the transit system does not intrude in this locale. Traffic noise on the street is frequently of greater amplitude than the rail system noise, and barking dogs, aircraft in overflight and other community sounds comprise the ambient noise in this area.

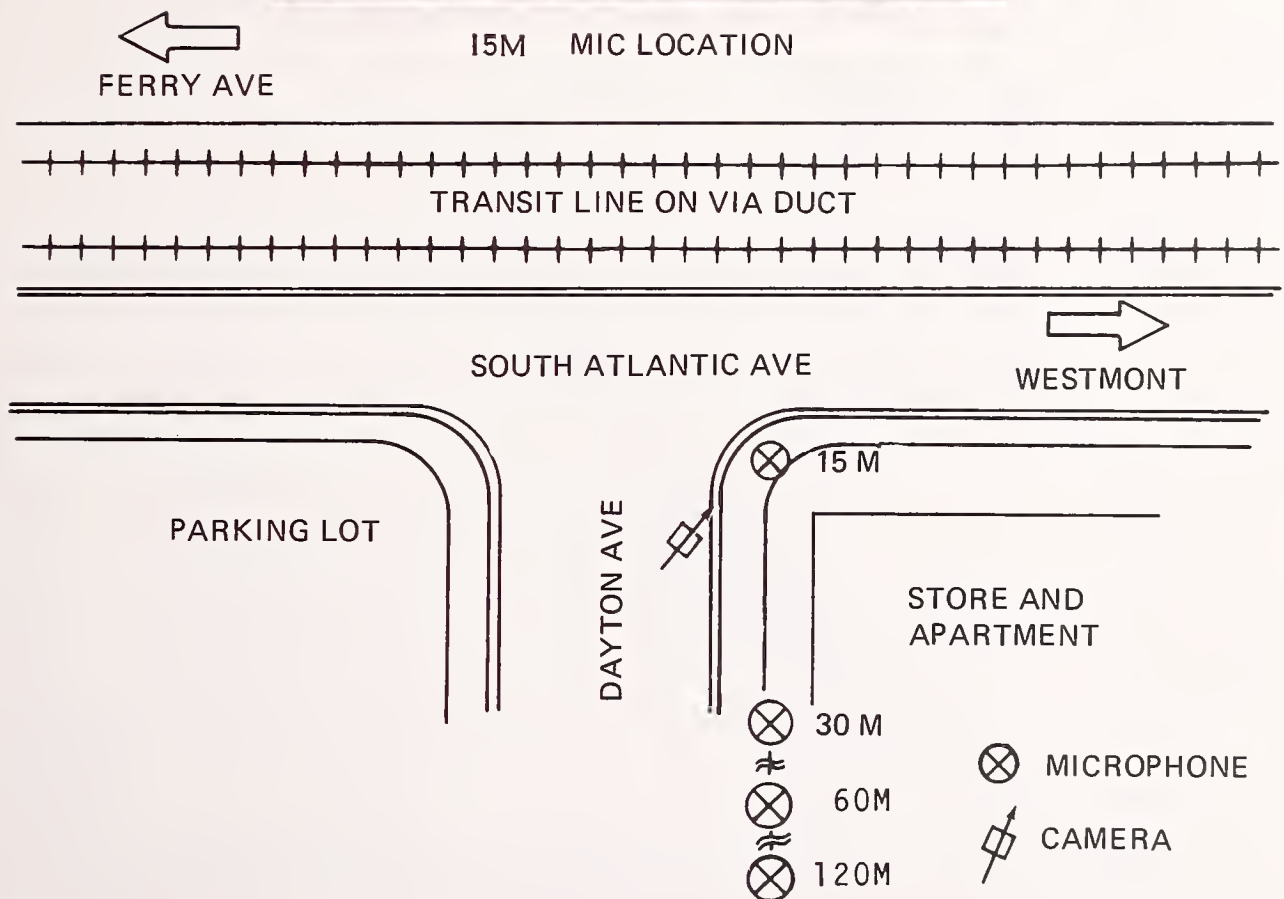


FIGURE 5.27. WAYSIDE MEASUREMENT LOCATION, COLLINGSWOOD.
CONCRETE VIADUCT

TABLE 5.6 SUMMARY OF MEASUREMENT RESULTS FOR DAYTON & SOUTH ATLANTIC COMMUNITY

TIME	MIC POSITION	SAMPLE TIME	TRAIN CONDITIONS	UNITS	AVG MAX LEVEL		AVG LR		CUMULATIVE AMPLITUDE DISTRIBUTION					Leq	
					EAST	WEST	EAST	WEST	L99	L90	L50	L10	L1		
Day	15 m	30 min	Pass-by	b)N	6-6	1-6	6-6	1-6							67
				dBA	94	87	102	87							
				c)S	2.84		2.09		55	56	59	70	62		
				N		3-4									
				dBA		86									
				S		1.26									
Rush	15m	30 min.	Pass-by	dBA					61	62	64	73	91	76	
Evening	15m	30 min.	Pass-by	dBA					62	63	64	71	82	72	
Night	15m	30 min.	Pass-by	dBA					48	49	53	66	79	65	
Day	30m	8 min.	Pass-by	dBA					53	54	57	63	79	67	
Rush	30m	15 min.	Pass-by	dBA					56	57	61	69	86	73	
Evening	30m	15 min.	Pass-by	dBA					50	51	55	65	76	64	
Day	60m	8 min.	Pass-by	dBA					53	54	57	64	75	63	
Rush	60m	15 min.	Pass-by	dBA					56	57	59	68	82	68	
Evening	60m	15 min.	Pass-by	dBA					48	49	50	57	70	59	
Day	120m	5 min.	Pass-by	dBA					56	57	61	69	75	66	
Notes: a - Track															L _{dn} = 78
b - Number of Trains - (e.g.: 4-2 means four 2-car trains)															
c - Standard Deviation of Level															

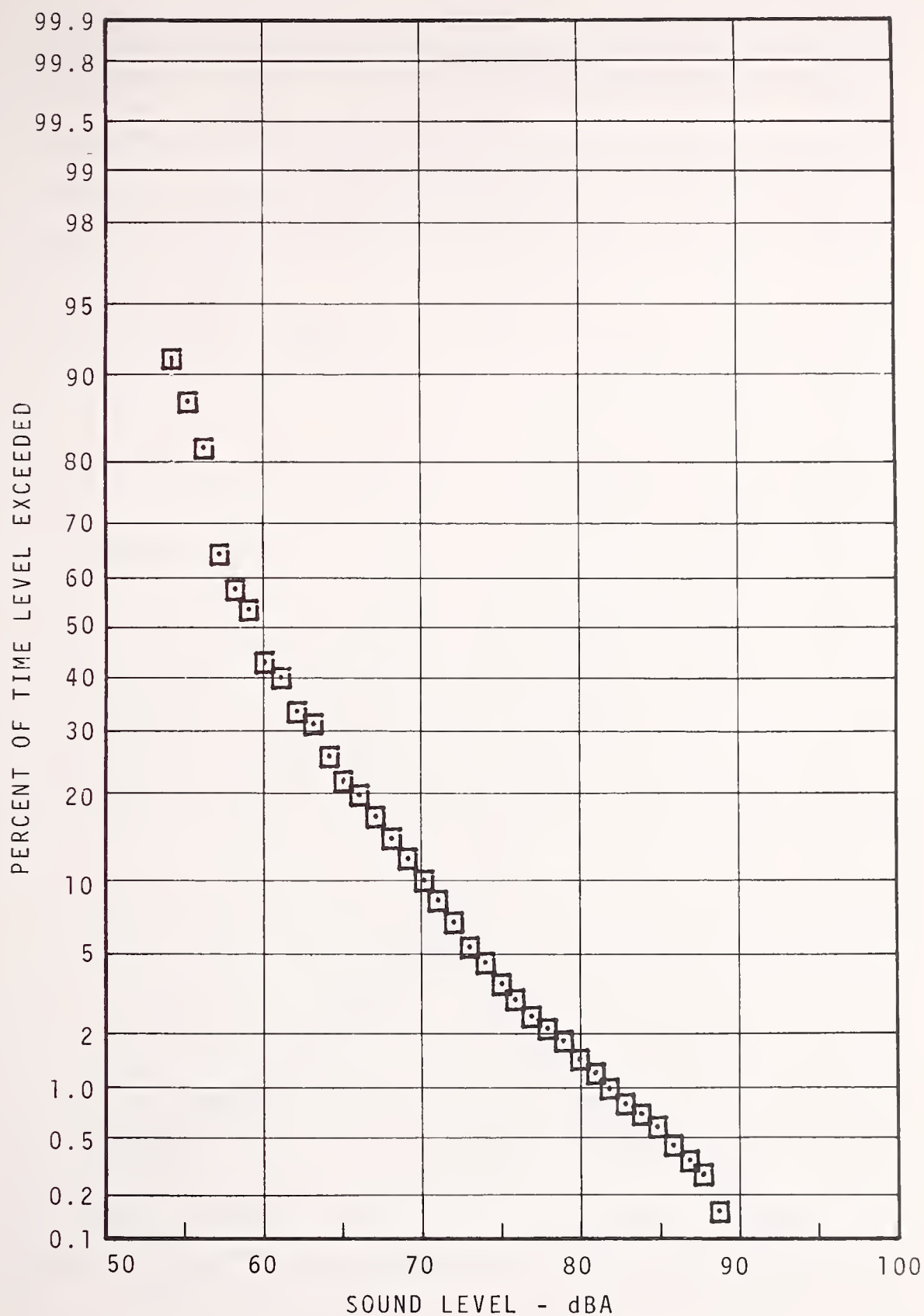


FIGURE 5.28.

DAYTON AND SOUTH ATLANTIC AVES.
 COMMUNITY STATISTICAL DISTRIBUTION -
 15M - DAYTIME.

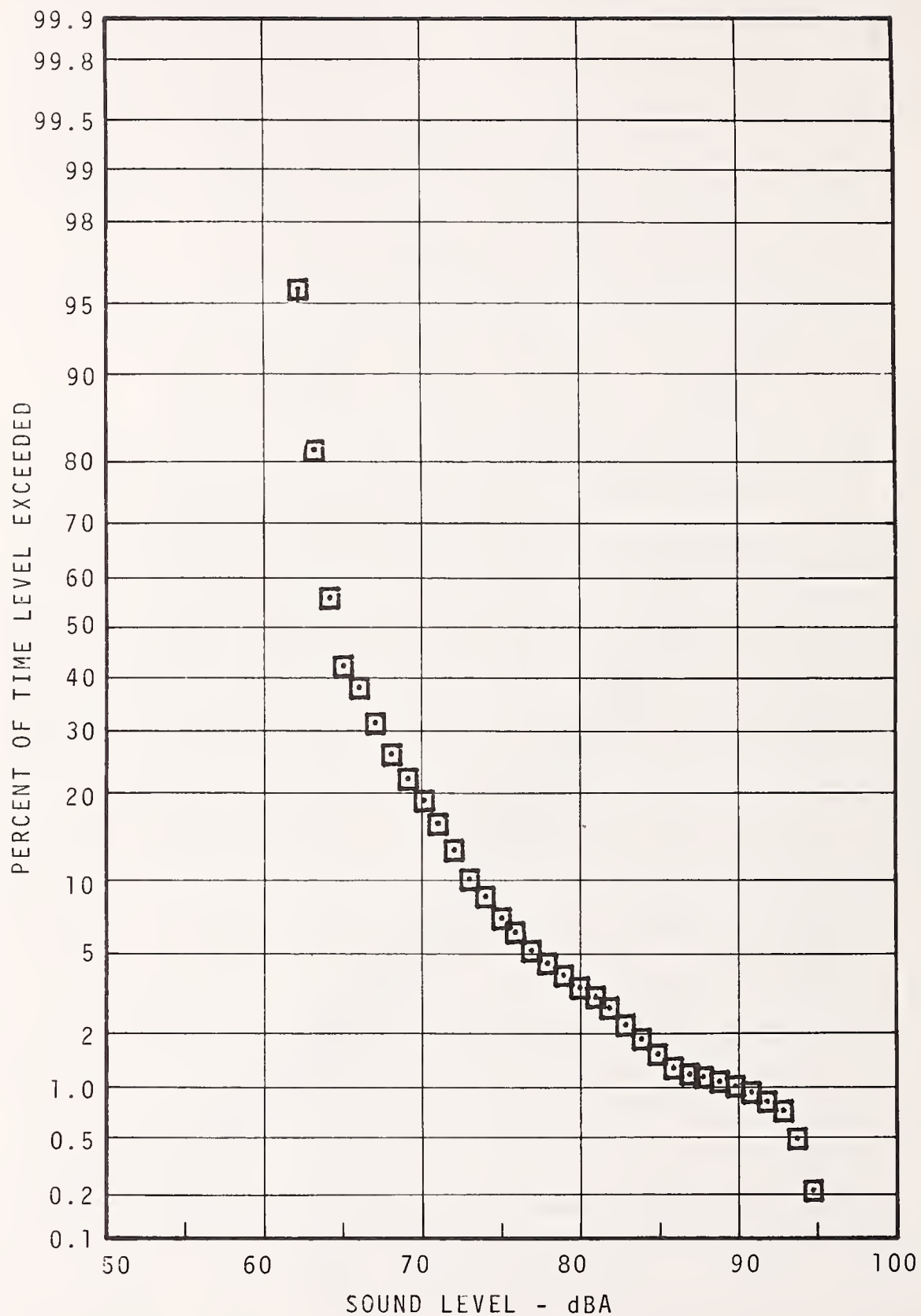


FIGURE 5.29. COLLINGSWOOD COMMUNITY STATISTICAL DISTRIBUTION - 15M FROM CONCRETE VIA-DUCT - RUSH HOUR.

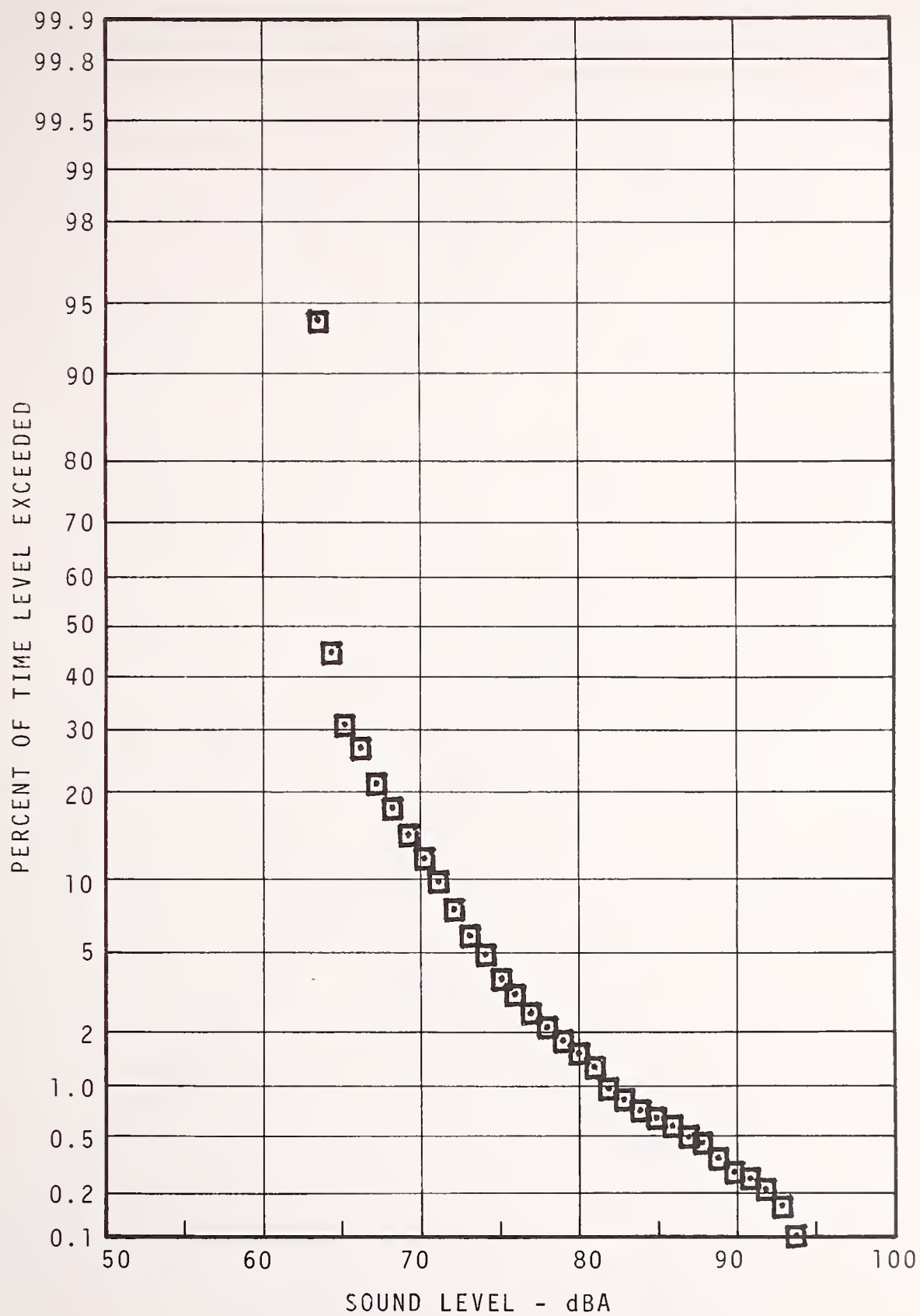


FIGURE 5.30. DAYTON AND SOUTH ATLANTIC AVES. COMMUNITY STATISTICAL DISTRIBUTION - 15M - EVENING.

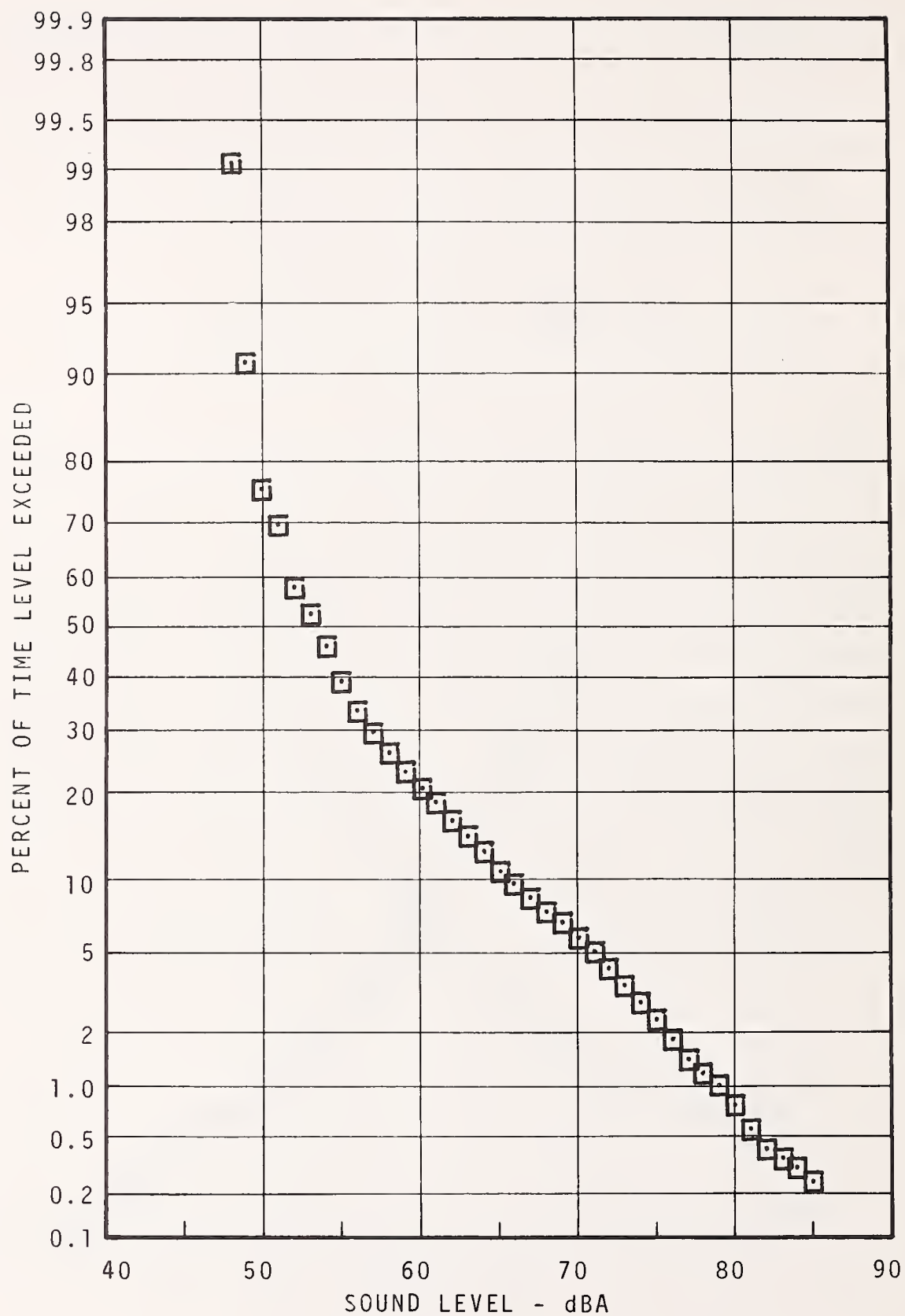


FIGURE 5.31. DAYTON AND ATLANTIC AVE. COMMUNITY
STATISTICAL DISTRIBUTION - 15M - NIGHT.

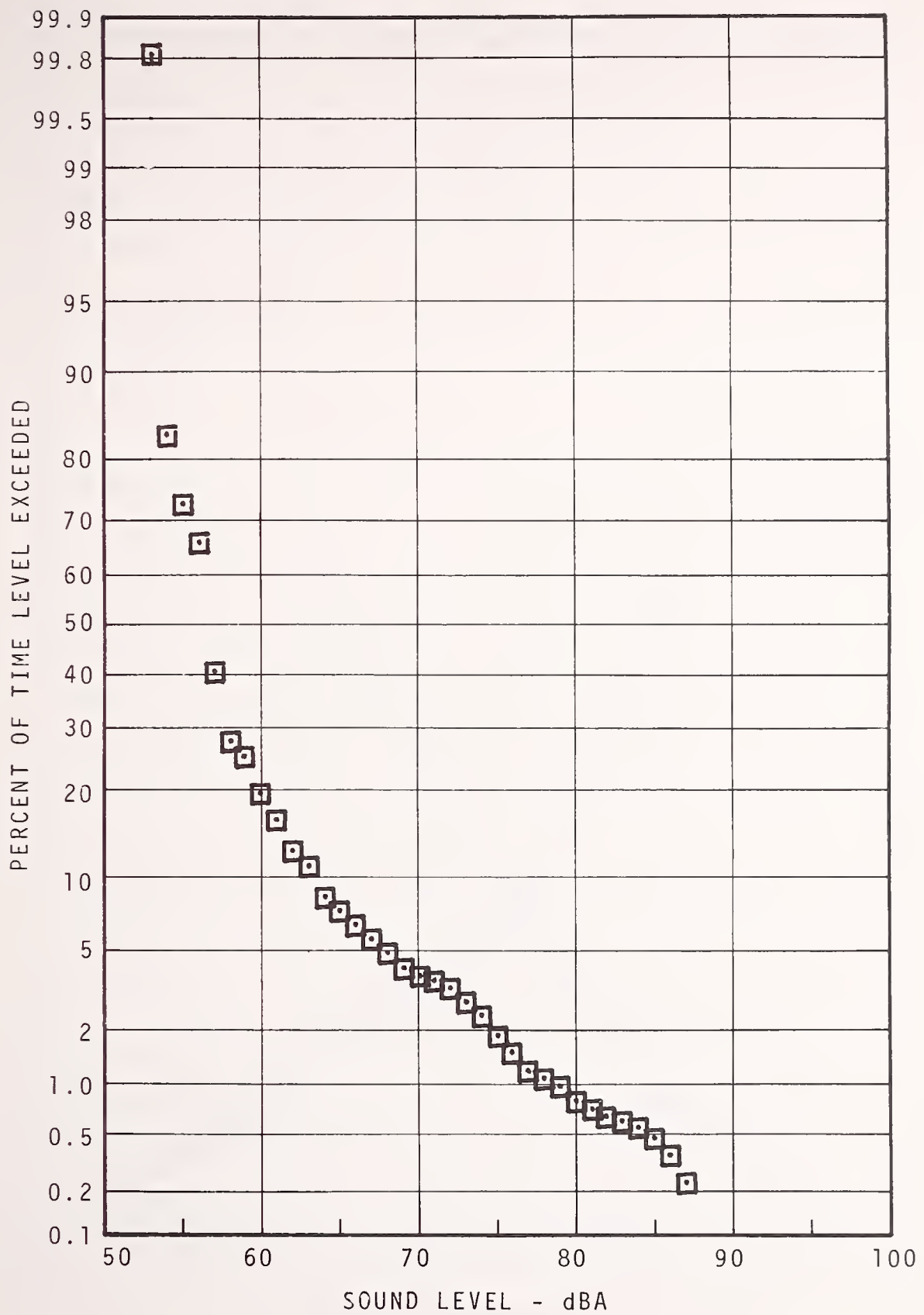


FIGURE 5.32. DAYTON AND SOUTH ATLANTIC AVENUES
COMMUNITY AND STATISTICAL DISTRIBUTIONS -
30M - DAYTIME.

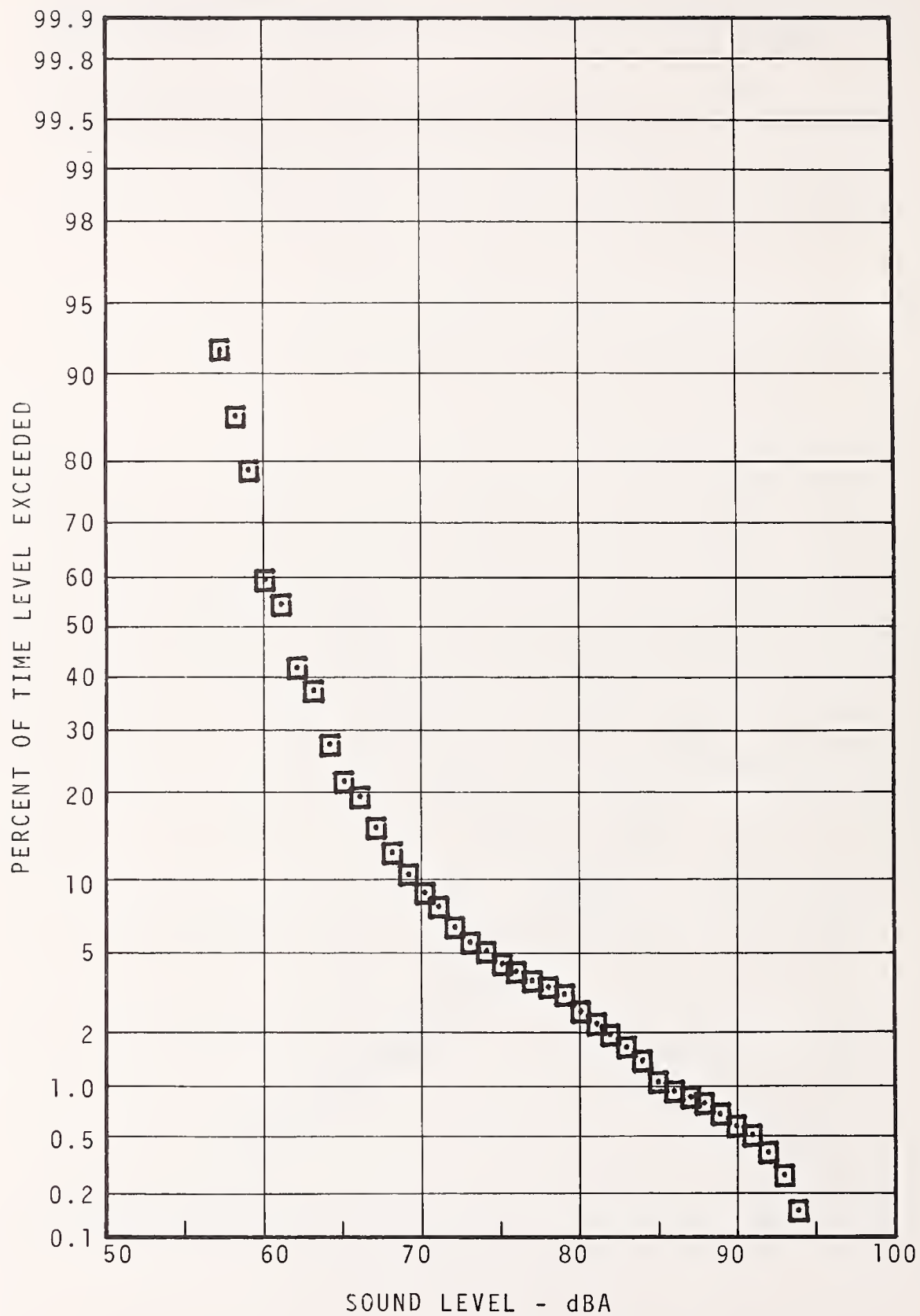


FIGURE 5.33.

DAYTON AND SOUTH ATLANTIC AVENUES
COMMUNITY STATISTICAL DISTRIBUTION -
30M - RUSH HOUR.

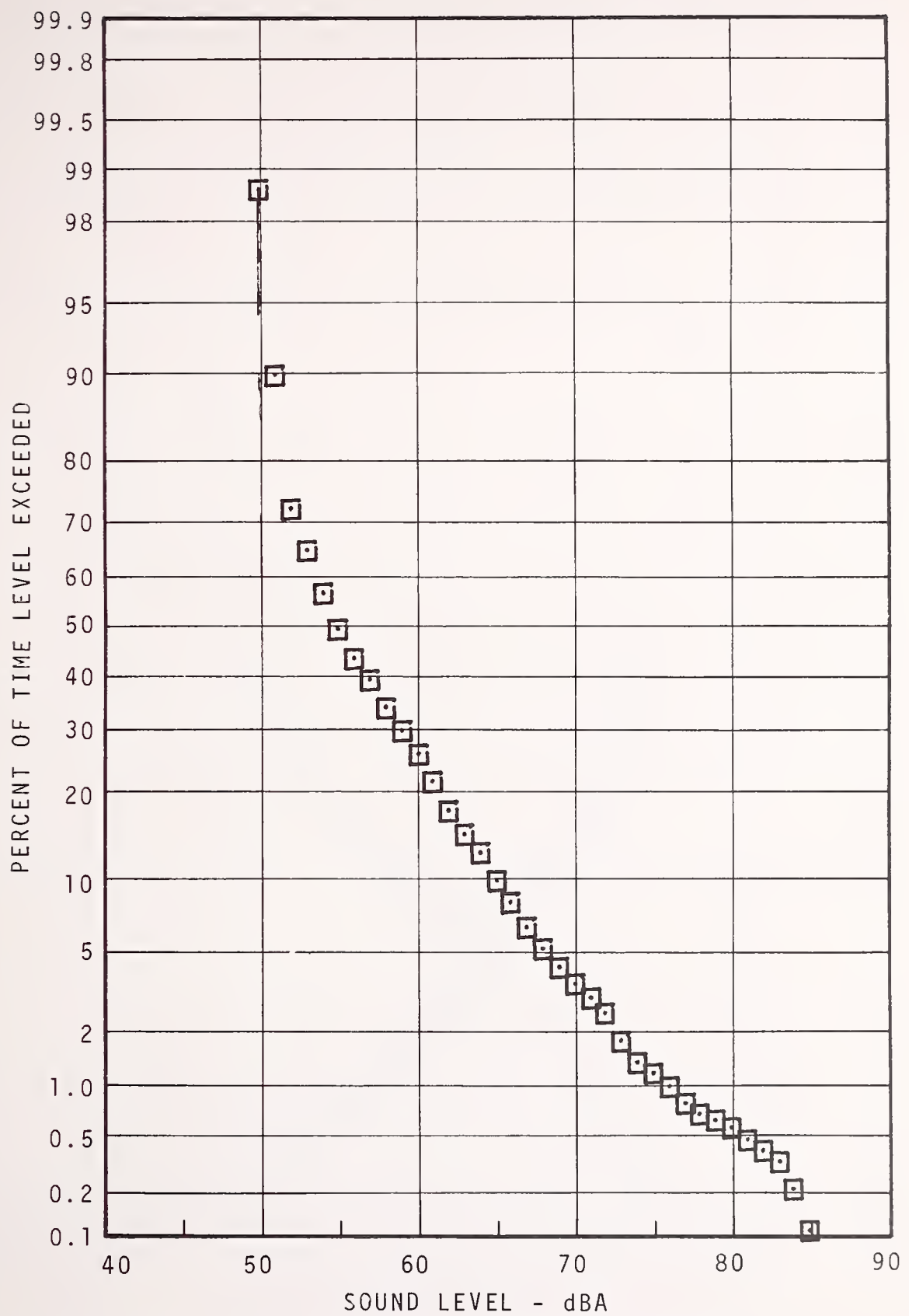


FIGURE 5.34. DAYTON AND SOUTH ATLANTIC AVENUES
COMMUNITY STATISTICAL DISTRIBUTION -
30M - EVENING.

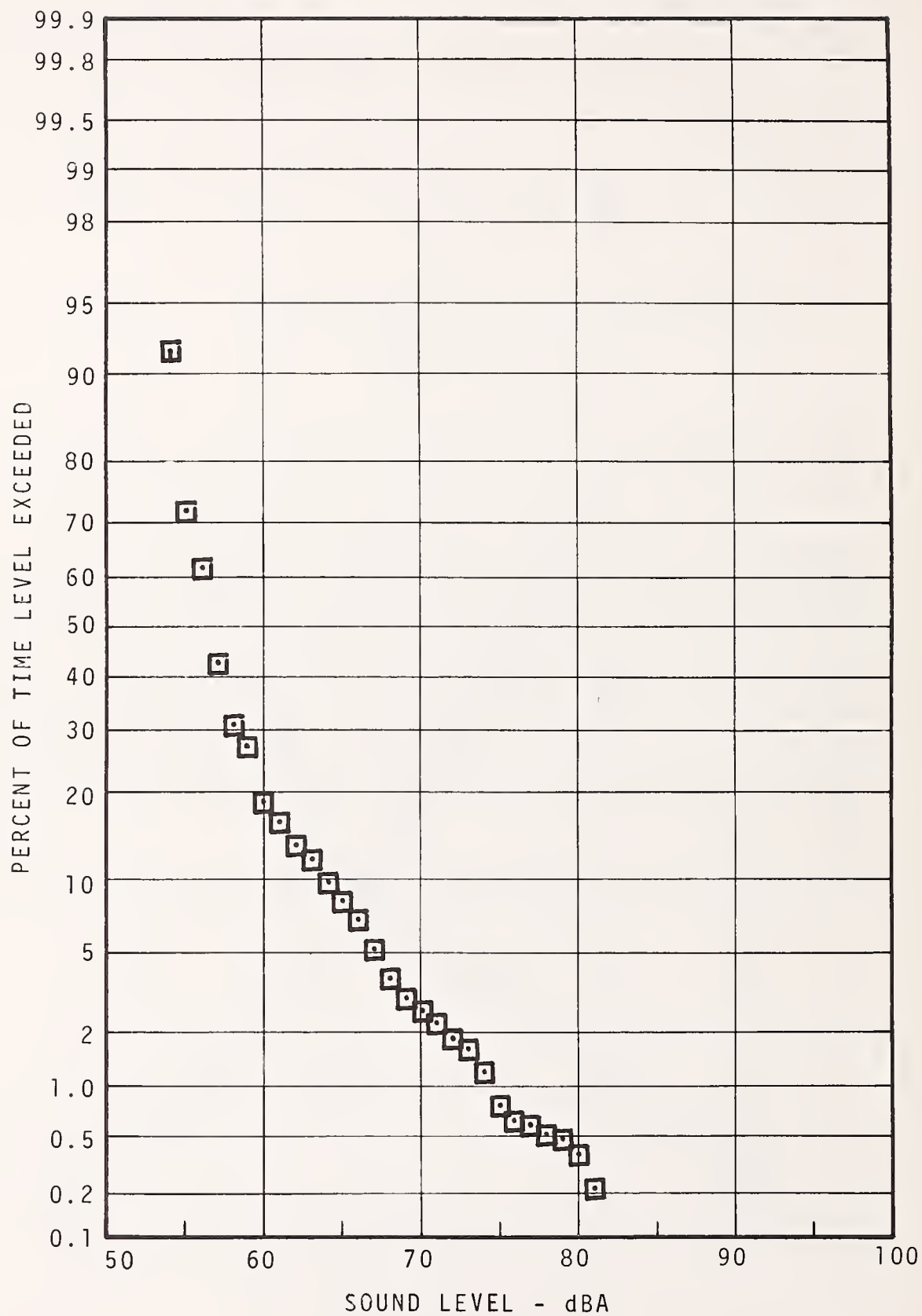


FIGURE 5.35 . DAYTON AND SOUTH ATLANTIC AVENUES COMMUNITY STATISTICAL DISTRIBUTION - 60M - DAYTIME.

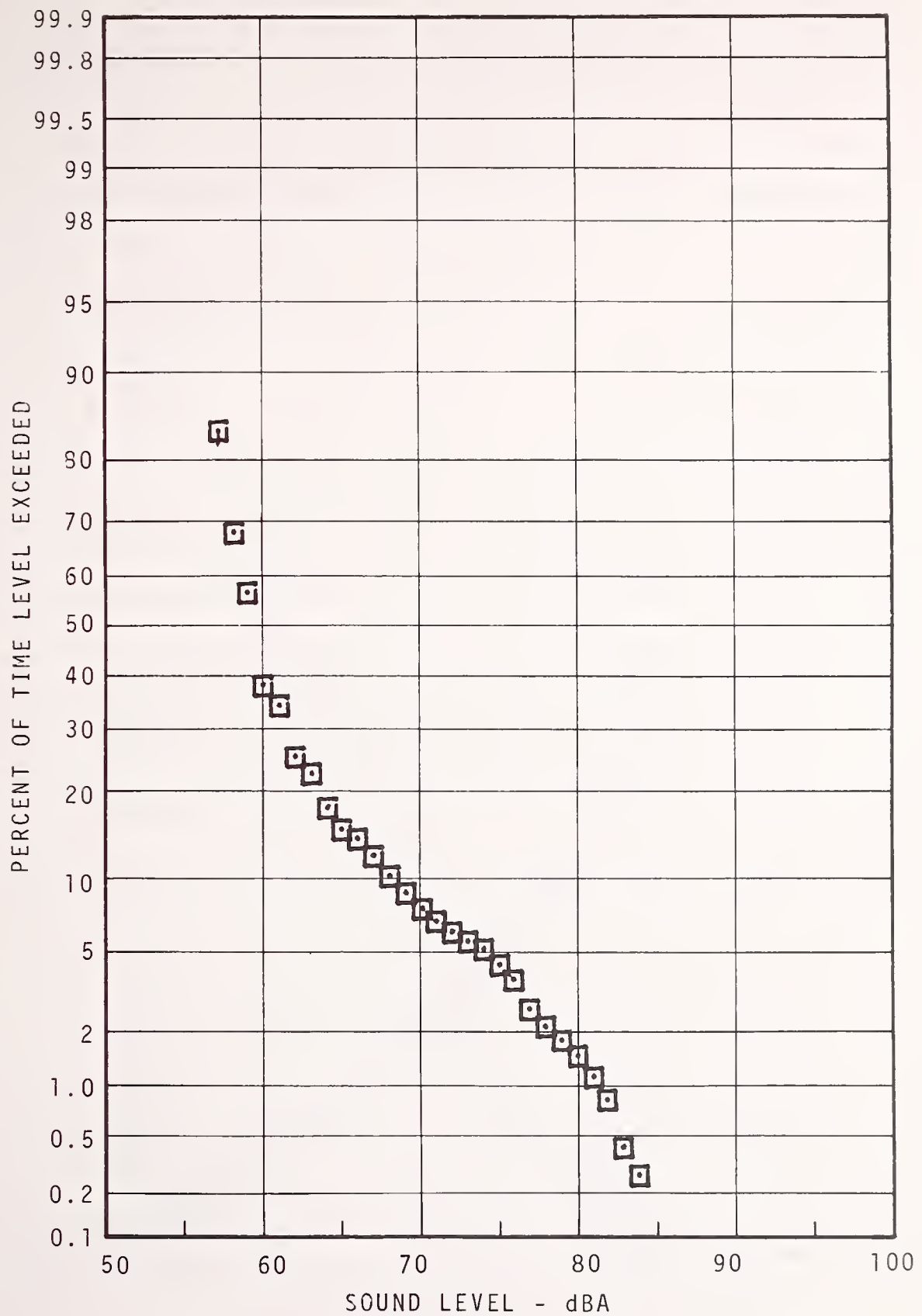


FIGURE 5.36. DAYTON AND SOUTH ATLANTIC AVENUES COMMUNITY STATISTICAL DISTRIBUTION - 60M - RUSH HOUR.

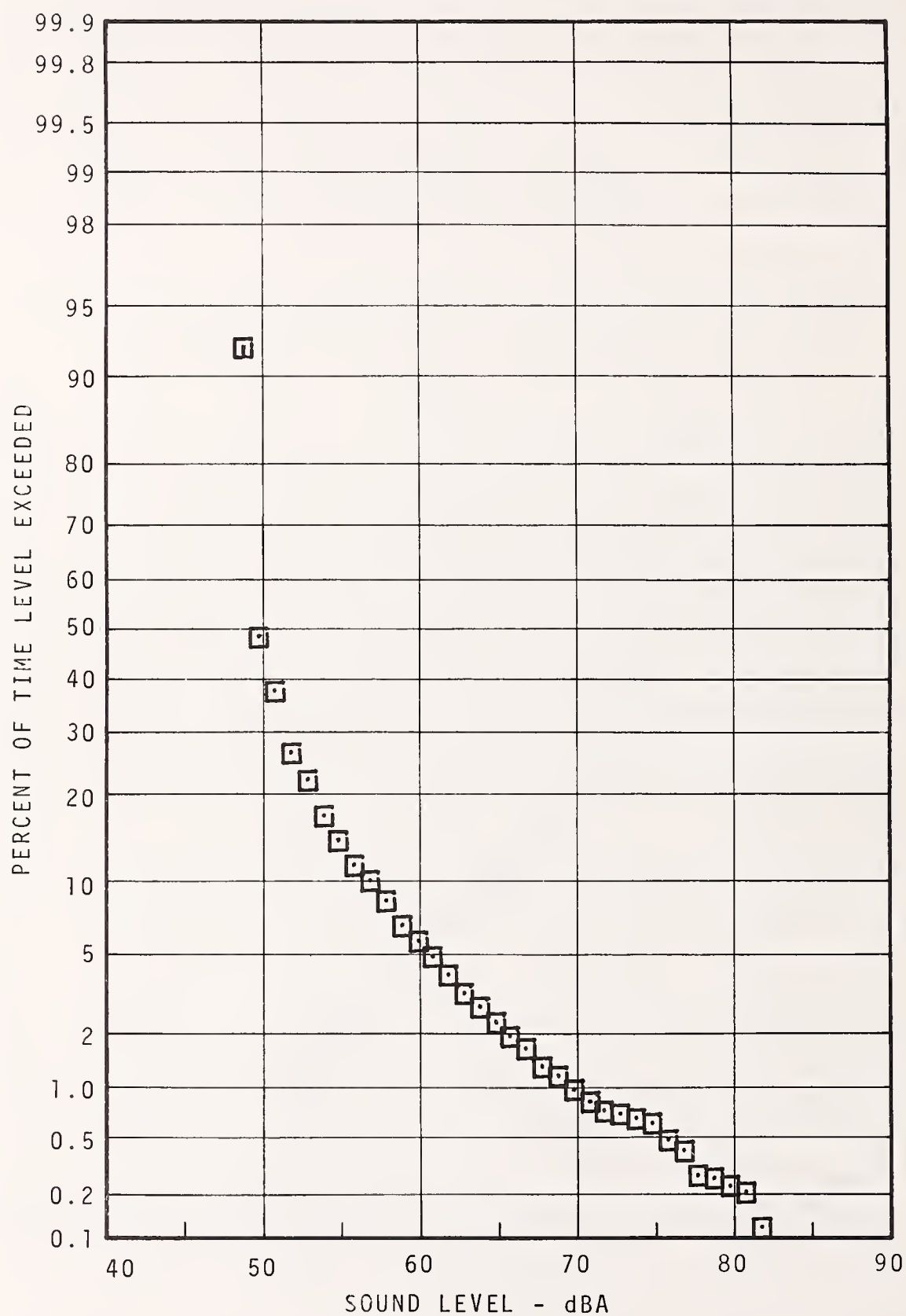


FIGURE 5.37 . DAYTON AND SOUTH ATLANTIC AVENUES
COMMUNITY STATISTICAL DISTRIBUTION -
60M - EVENING.

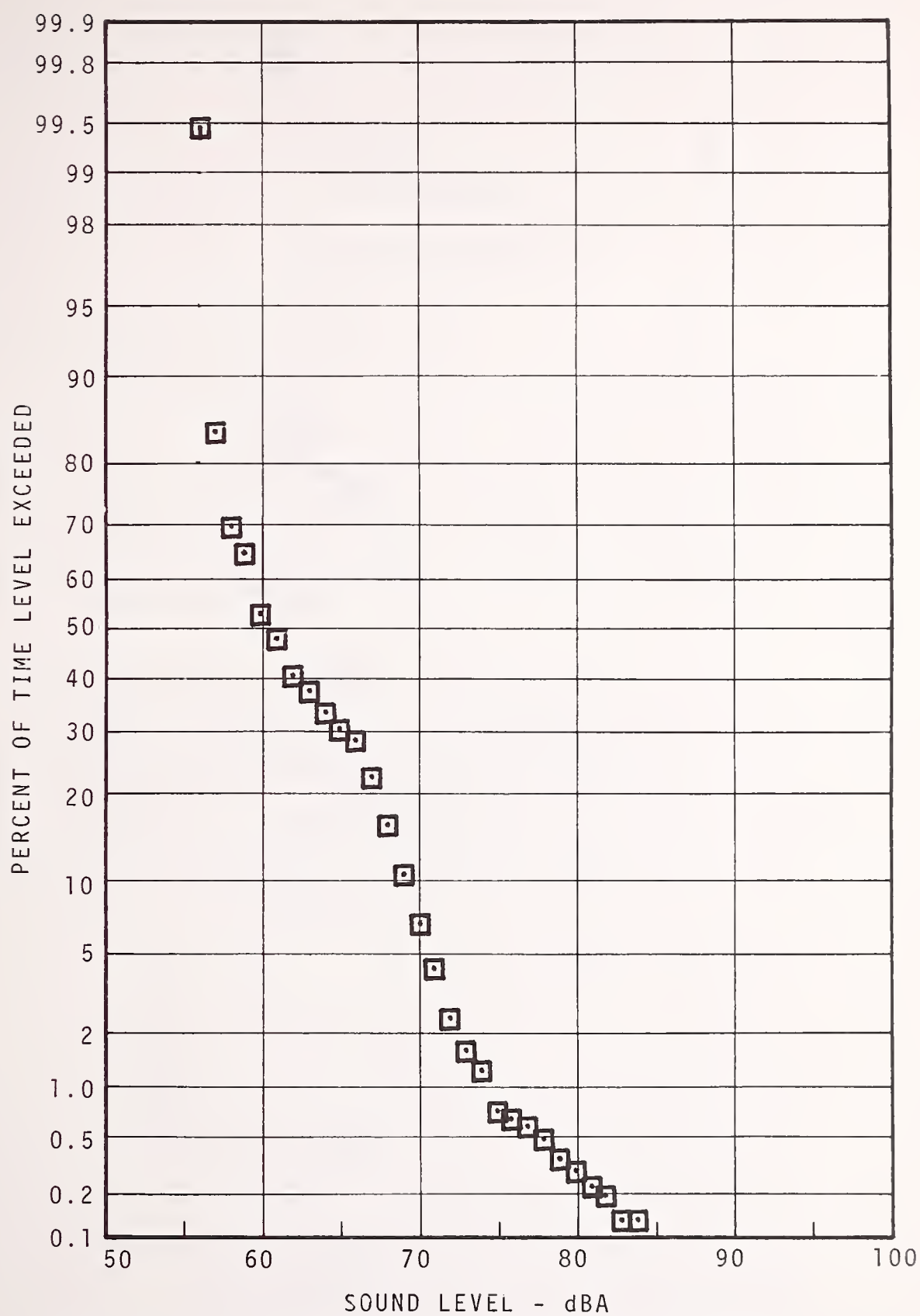


FIGURE 5.38. DAYTON AND SOUTH ATLANTIC AVENUES
COMMUNITY STATISTICAL DISTRIBUTION -
120M - DAYTIME.

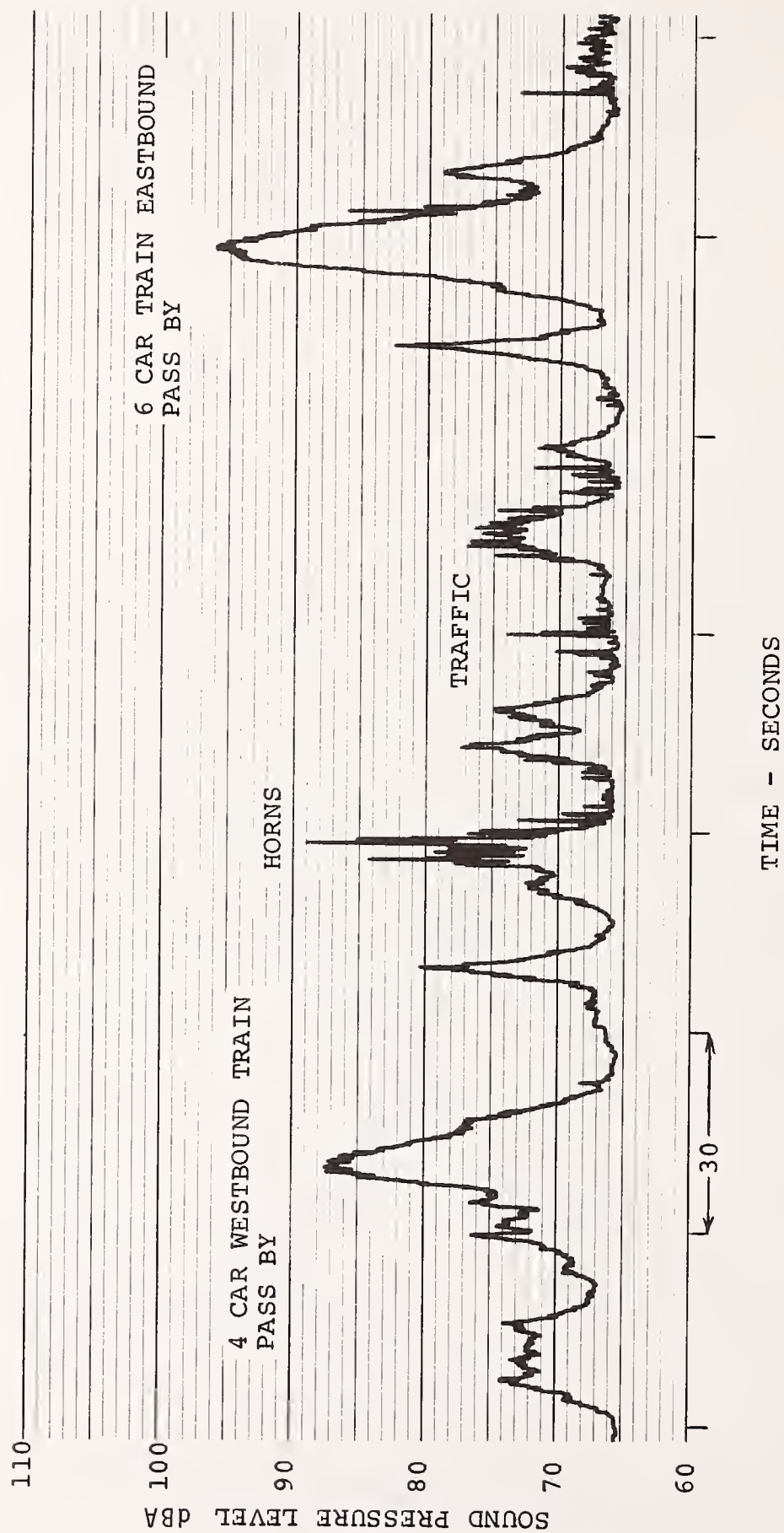


FIGURE 5.39. TYPICAL TIME HISTORY, DAYTON & SOUTH ATLANTIC, WAYSIDE

WESTMONT WAYSIDE

SITE DESCRIPTION (see Figure 5.40)

A special measurement location was selected adjacent to a high rise (11 story) apartment building, Roher Towers, in Westmont. The transit system is on concrete viaduct in this region and passes within 25 meters of the apartment building. This site was selected to document the effect of reflected energy on noise at a 15 meter location. Most of the surrounding region is occupied by single family 2 and 3 story dwellings. Westmont Station is 2 blocks east of this site.

NOISE CLIMATE (see Table 5.7, Figures 5.41 - 5.42)

This location is in a quiet neighborhood in Westmont. There are no through streets immediately adjacent to the apartment, although traffic noise from Haddon Avenue, a busy commercial and business district is audible. Occasionally, noise due to automobiles parking in the Roher Towers parking lot located under the viaduct was noted. Train passbys were a predominant noise source due to their proximity to the apartment.

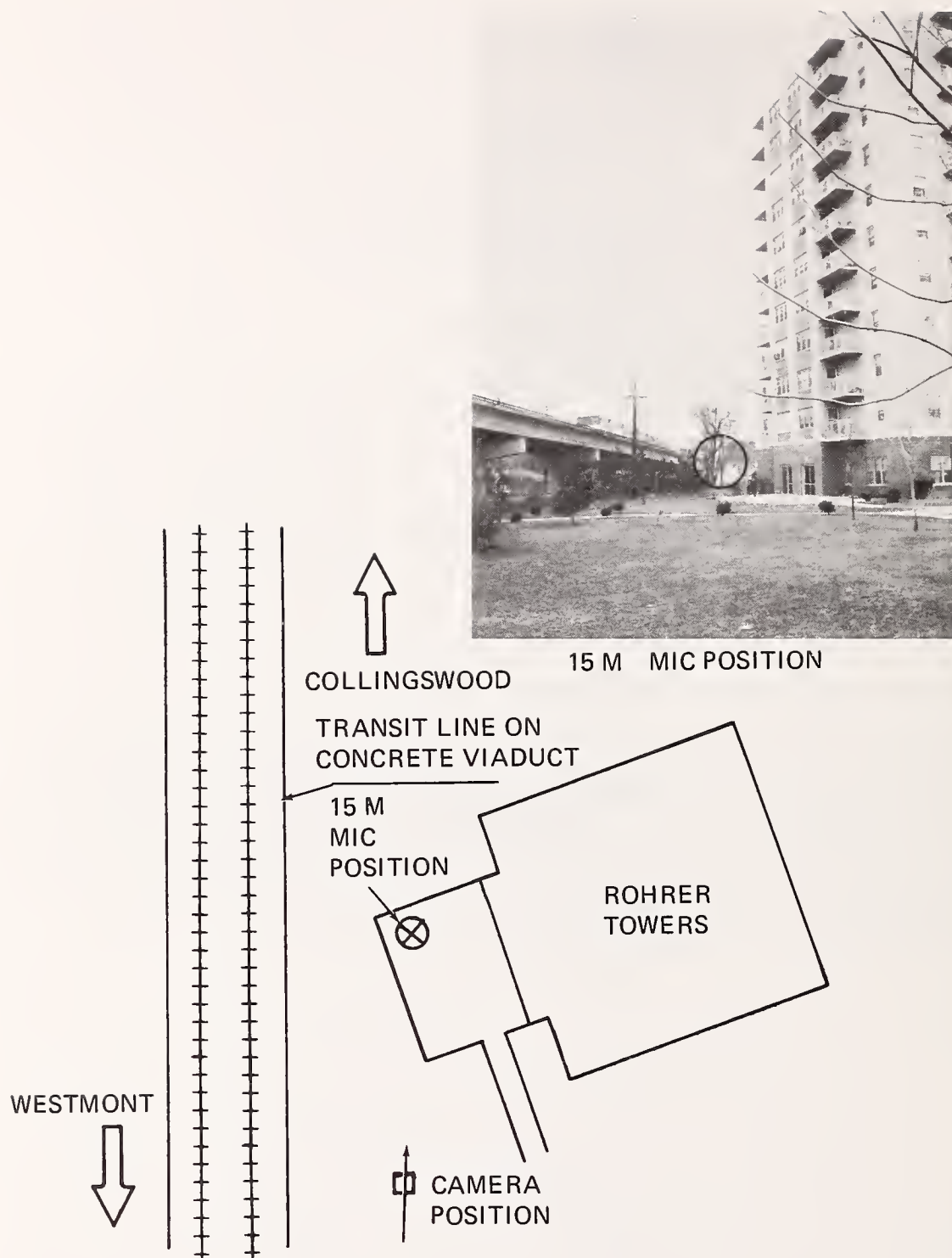


FIGURE 5.40. WAYSIDE MEASUREMENT SITE, WESTMONT.

TABLE 5.7 SUMMARY OF MEASUREMENT RESULTS FOR 7-MINUTE SAMPLE,
COMMUNITY NOISE, PATCO-WESTMONT-ROHRER TOWERS
CAR TYPE: BUDD

TIME	MIC POSITION	SAMPLE TIME	TRAIN CONDITIONS	UNITS	AVG MAX LEVEL			AVG LR			CUMULATIVE AMPLITUDE DISTRIBUTION					Leq
					a) WEST	FAR	EAST	NEAR WEST	NEAR EAST	FAR EAST	L99	L90	L50	L10	L1	
Rush	15m	7 min.	Pass-by	b) N	2-6	1-6	1-6	2-6	1-6	1-6						72
				dBA	93	86	86	100	92	92						
				c) S	1.06	-	-	1.06	-	-	53	53	56	64	85	
				N			1-5			1-5						
				dBA			85			92						
				S			-			-						
Notes: a - Track b - Number of Trains - (e.g.: 4-2 means four 2-car trains) c - Standard Deviation of Level																

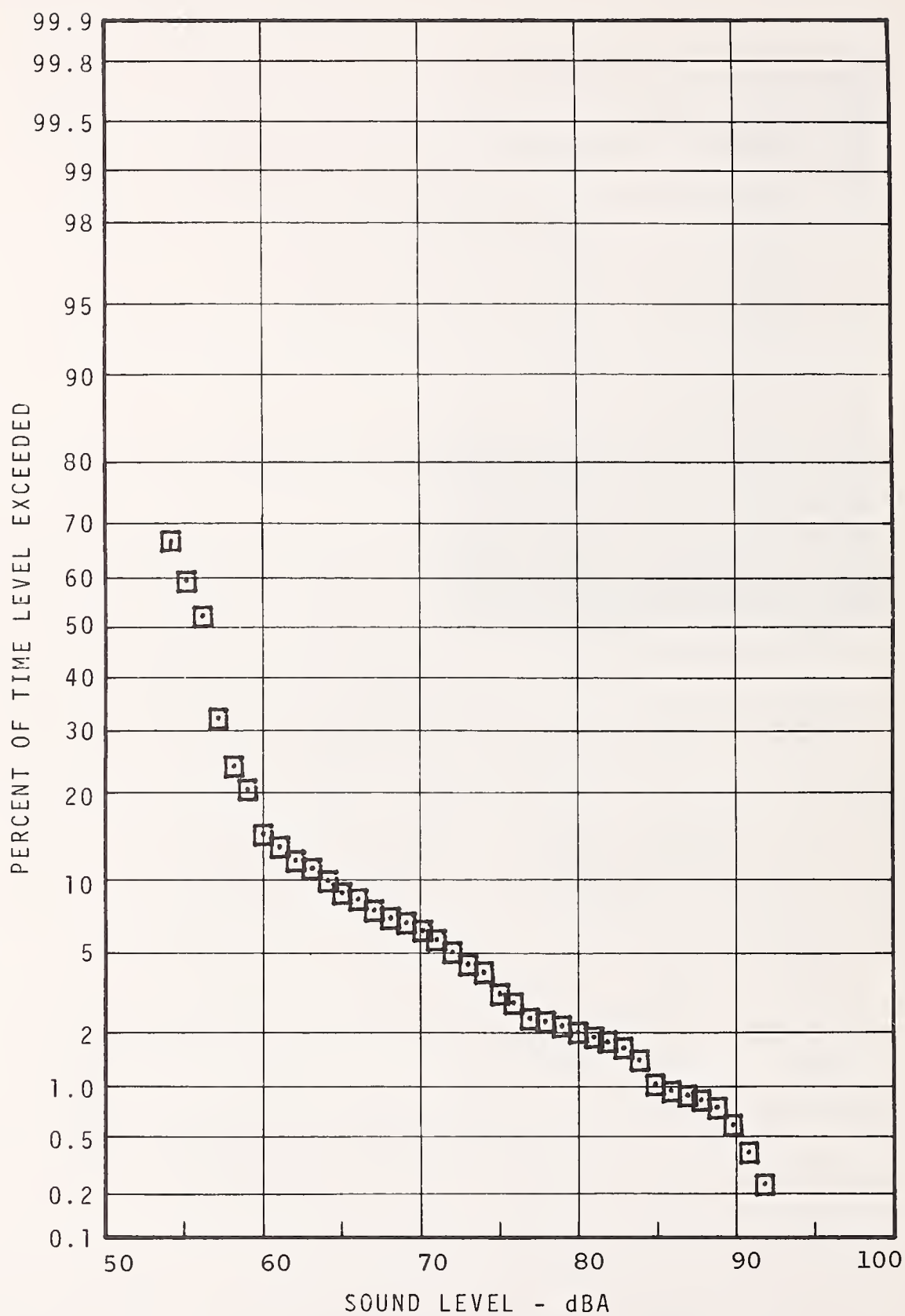


FIGURE 5.41. WESTMONT (ROHRER TOWERS) COMMUNITY
STATISTICAL DISTRIBUTION - RUSH HOUR.

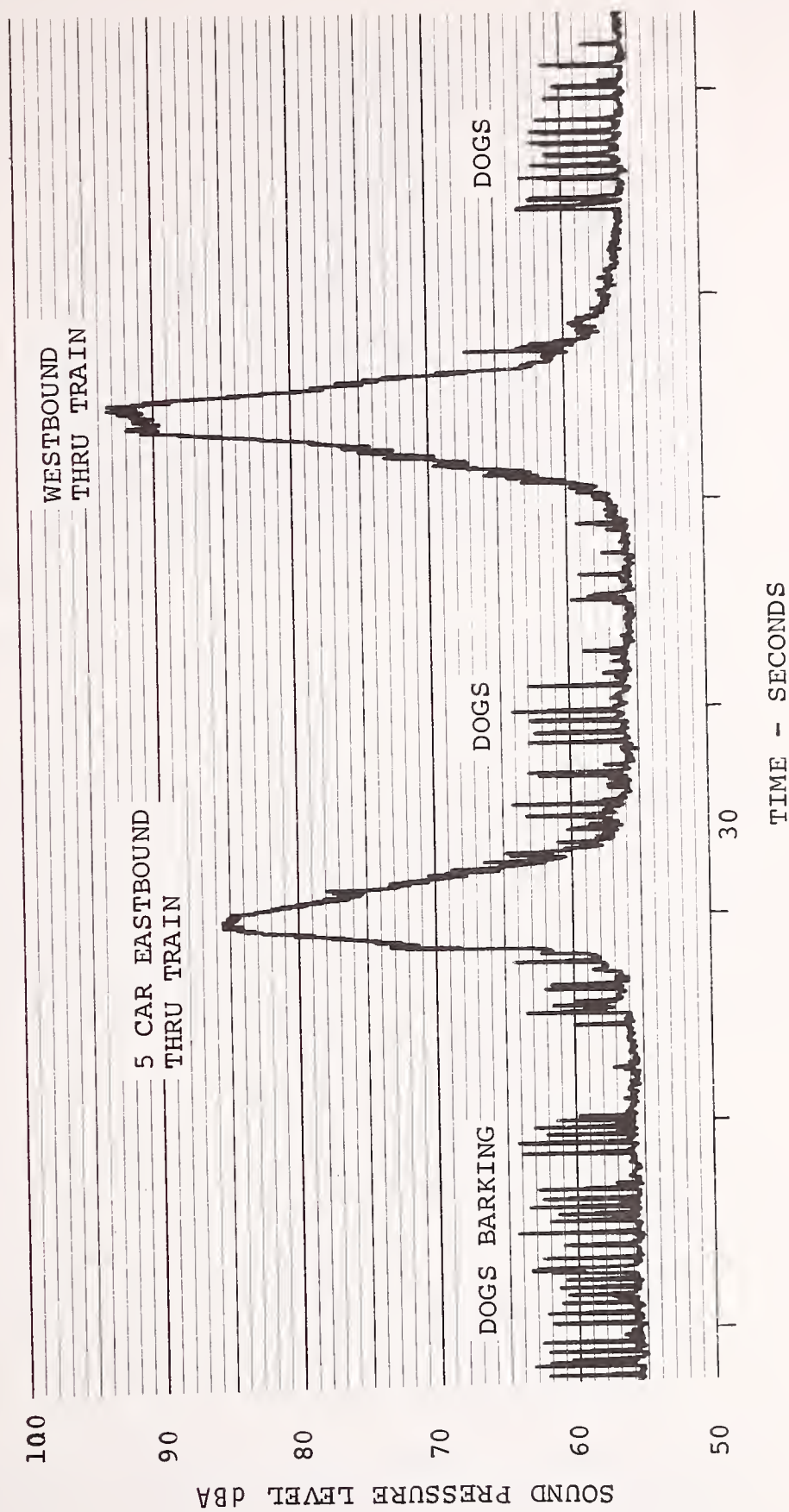


FIGURE 5.42. TYPICAL TIME HISTORY, WESTMONT, WAYSIDE

HADDONFIELD WAYSIDE

SITE DESCRIPTION (see Figure 5.43)

The transit system is located in a cutting through Haddonfield. To document this, a site was selected at Redman Avenue which crosses the transit system at Atlantic Avenue which parallels the transit right-of-way. East of Redman Avenue, Atlantic Avenue is a little-used unpaved road. The Pennsylvania Reading Seashore Line (PRSL) is also located in this cut, although it operates approximately 10 ft below the grade of the PATCO system. This vicinity is a residential neighborhood and is approximately 1-1/2 blocks from the Haddonfield Station.

NOISE CLIMATE (see Table 5.8, Figures 5.44 - 5.52)

Haddonfield is a quiet residential neighborhood with an ambient noise consisting of occasional vehicle traffic, aircraft overflights, barking dogs, children, et cetera. The noise of the transit system is lower than when operating at grade owing to its location in the cut. Occasionally, a PRSL train may also pass by, although this line is virtually unused. At night time the background noise is quite low.

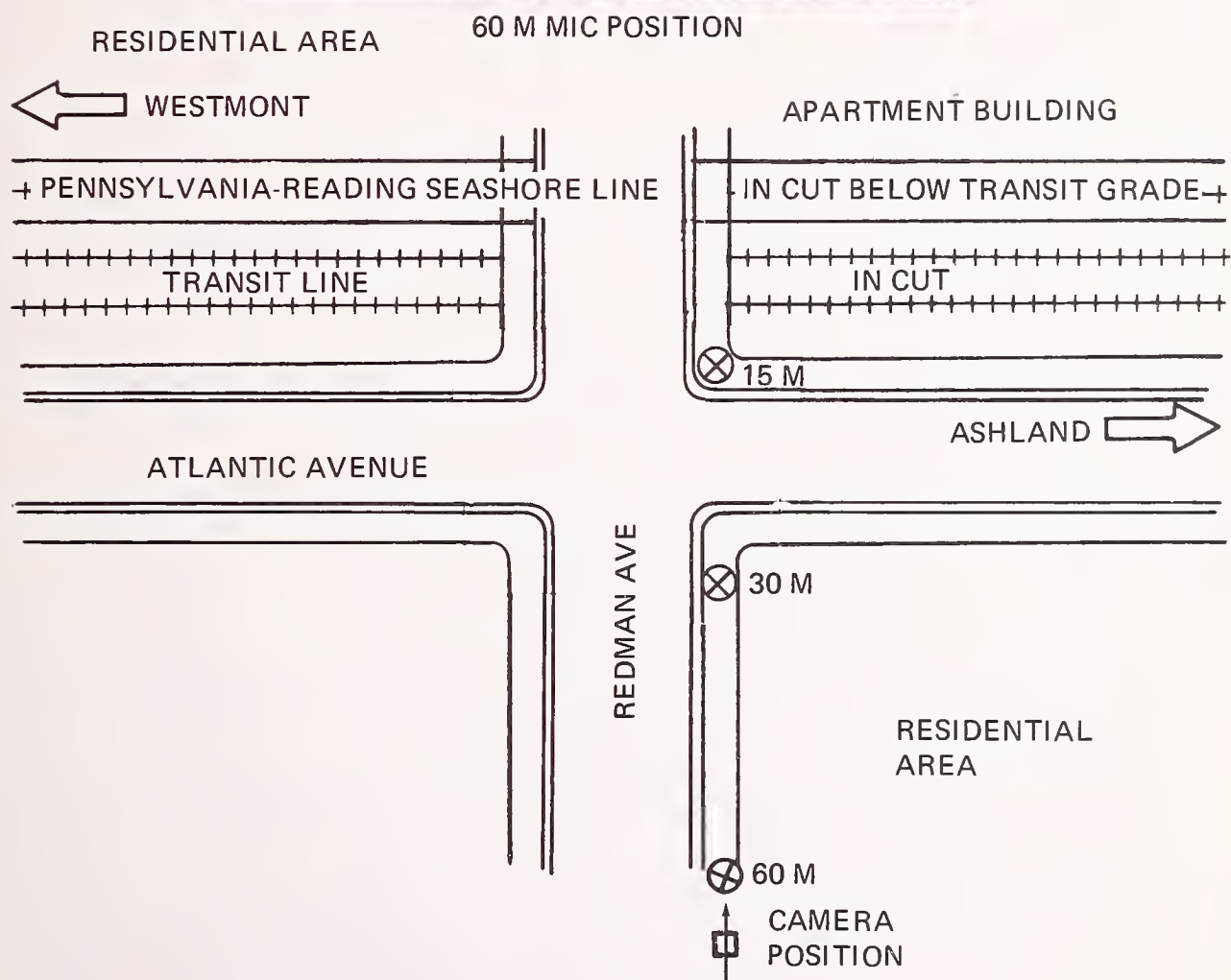


FIGURE 5.43. WAYSIDE MEASUREMENT SITE, HADDONFIELD

TABLE 5.8 SUMMARY OF MEASUREMENT RESULTS FOR 30-MINUTE SAMPLE,
COMMUNITY NOISE - PATCO-REDMAN AND NORTH ATLANTIC AVES.
CAR TYPE: BUDD

TIME	MIC POSITION	SAMPLE TIME	TRAIN CONDITIONS	UNITS	AVG MAX LEVEL			AVG LR			CUMULATIVE AMPLITUDE DISTRIBUTION					Leq	
					a)EAST	NEAR	FAR	EAST	NEAR	FAR	L99	L90	L50	L10	L1		
Day	15m	30 min.	Pass-by	b)													
				N	4-2	5-2	4-2	5-2									
				dBA	76	73	80	80									
				c)S	2.68	1.15	2.95	1.46									
Rush	15m	30 min.	Pass-by	dBA													
Evening	15m	30 min.	Pass-by	dBA													
Night	15m	30 min.	Pass-by	dBA													
Day	30m	15 min.	Pass-by	dBA													
Evening	30m	15 min.	Pass-by	dBA													
Day	60m	15 min.	Pass-by	dBA													
Evening	60m	15 min.	Pass-by	dBA													
Night	60m	15 min.	Pass-by	dBA													
Notes: a - Track																	Ldn = 68
b - Number of Trains - (e.g.: 4-2 means four 2-car trains)																	
c - Standard Deviation of Level																	

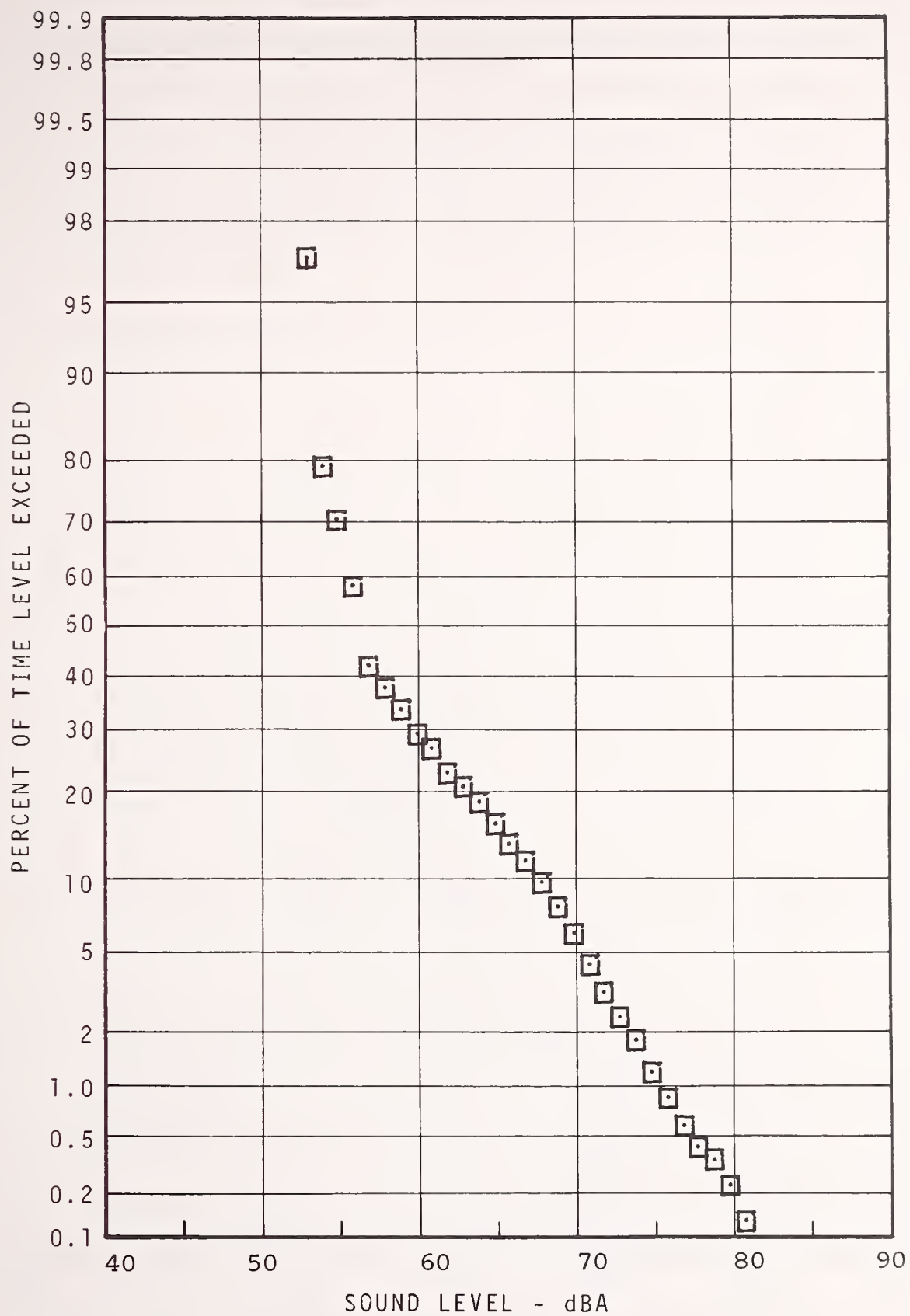


FIGURE 5.44. REDMAN AND NORTH ATLANTIC AVES.
COMMUNITY STATISTICAL DISTRIBUTION - 15M
DAYTIME.

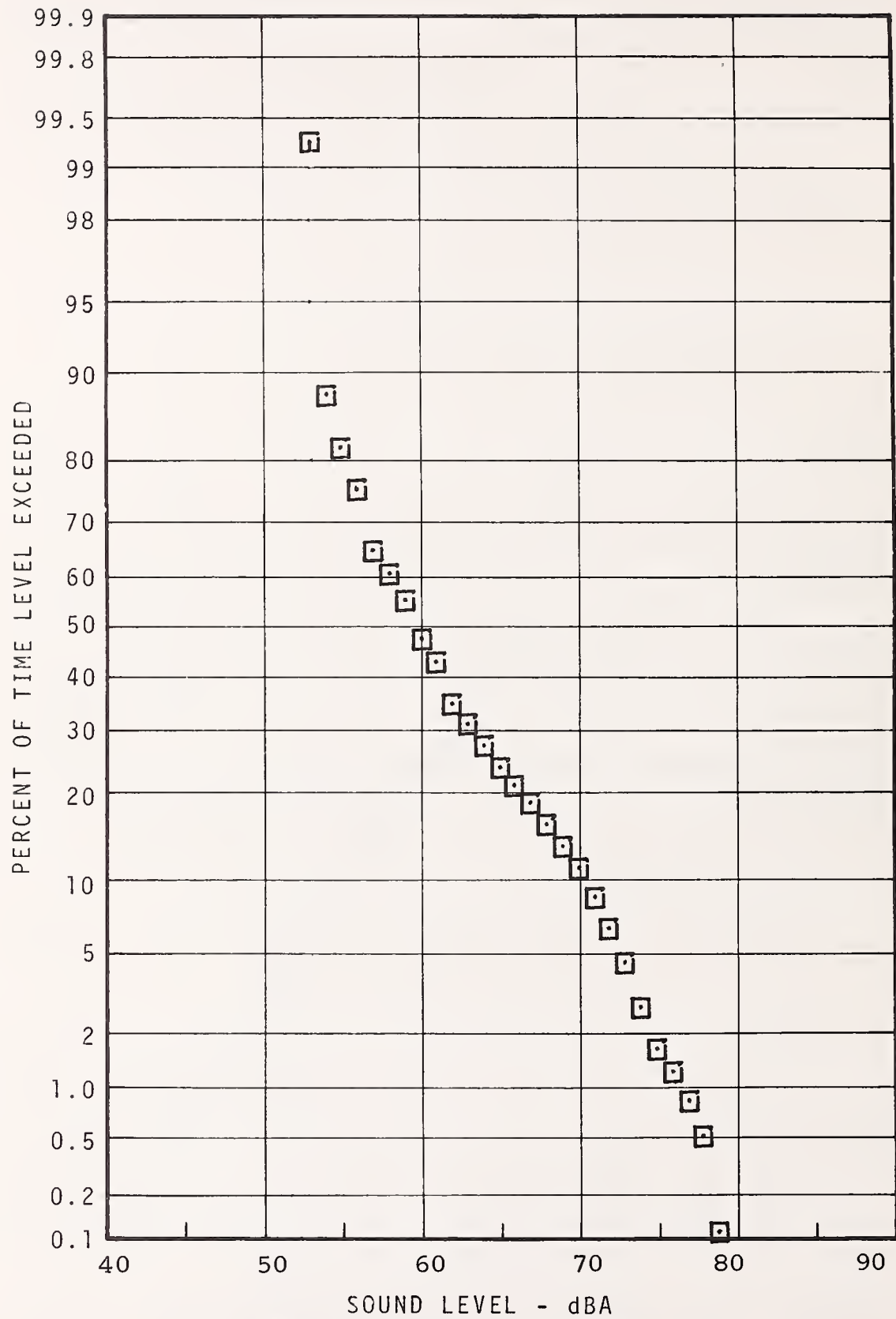


FIGURE 5.45. REDMAN AND NORTH ATLANTIC AVES.
COMMUNITY STATISTICAL DISTRIBUTION - 15M
RUSH HOUR.

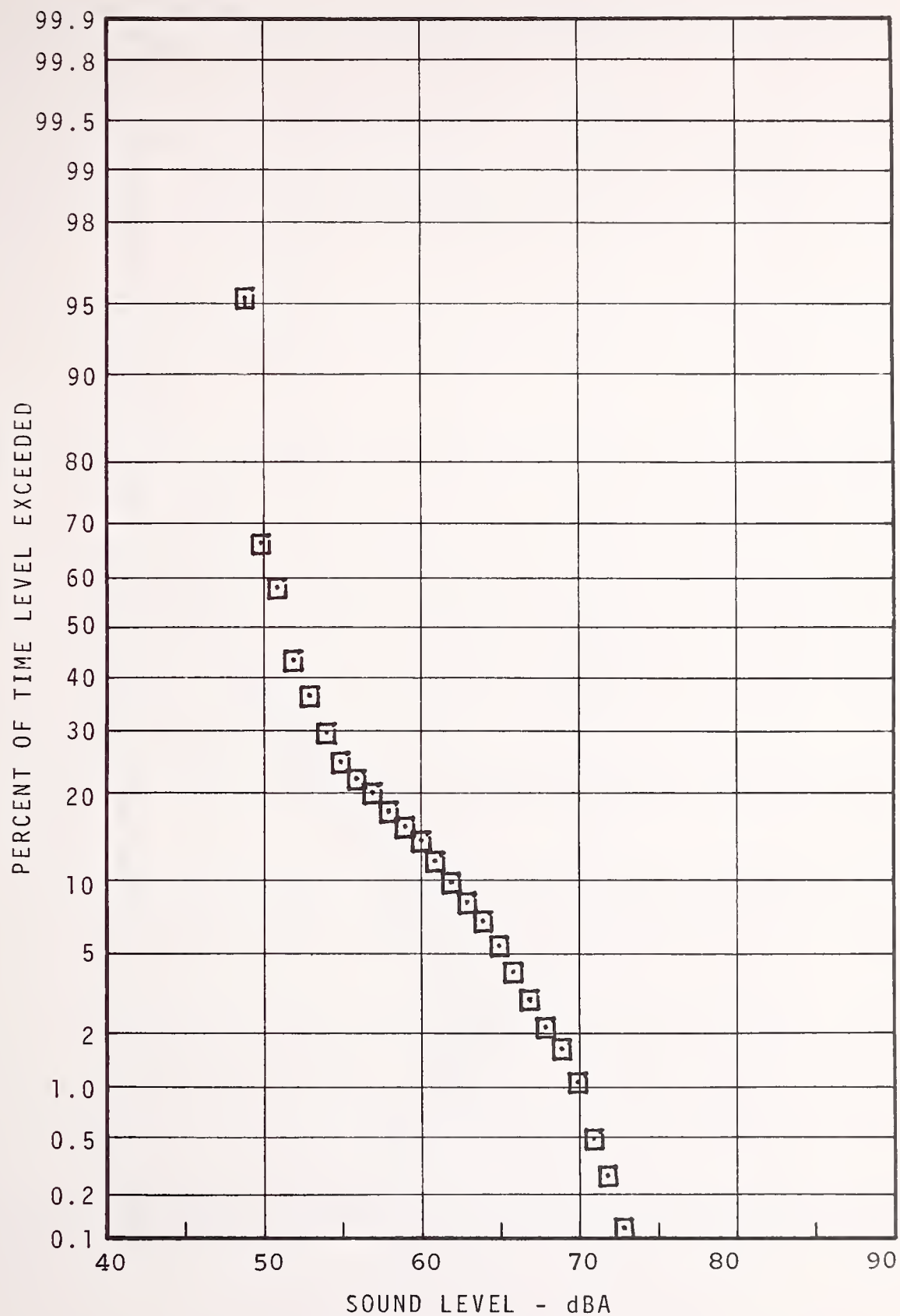


FIGURE 5.46. REDMAN AND NORTH ATLANTIC AVES.
COMMUNITY STATISTICAL DISTRIBUTION - 15M
EVENING.

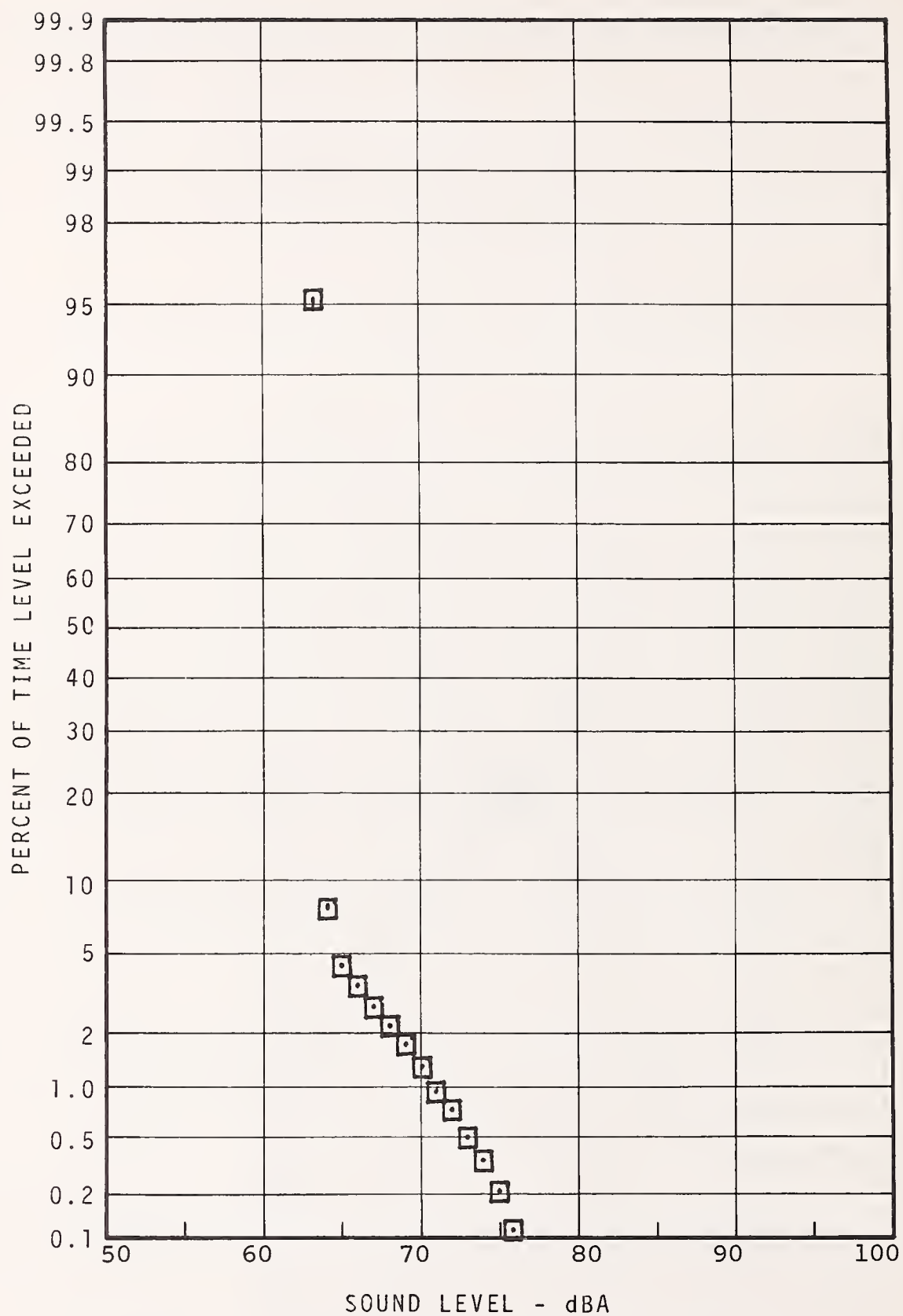


FIGURE 5.47. REDMAN AND NORTH ATLANTIC AVES.
COMMUNITY STATISTICAL DISTRIBUTION -15M
NIGHT.

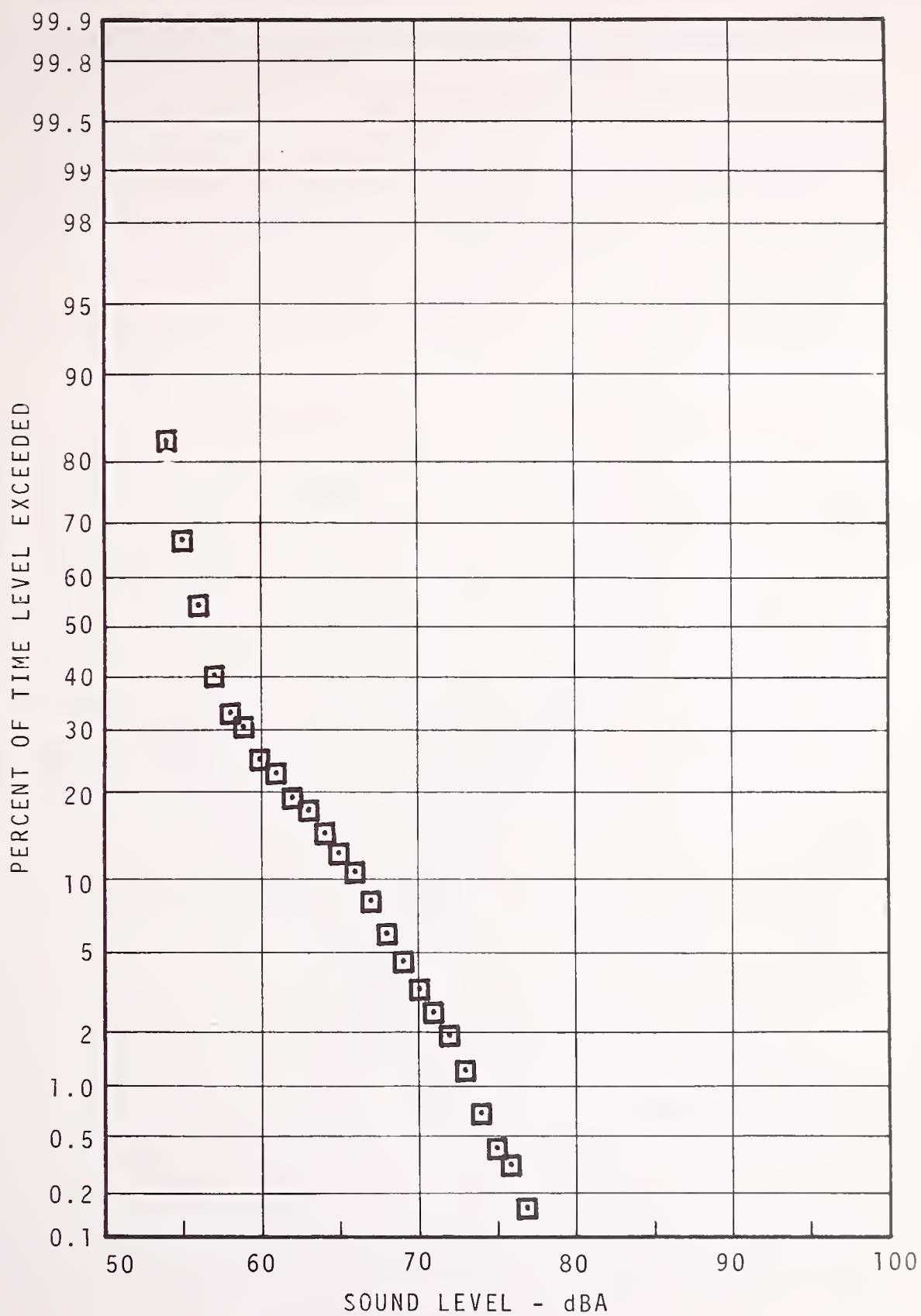


FIGURE 5.48. REDMAN AND NORTH ATLANTIC AVENUES
COMMUNITY STATISTICAL DISTRIBUTION -
30M - DAYTIME

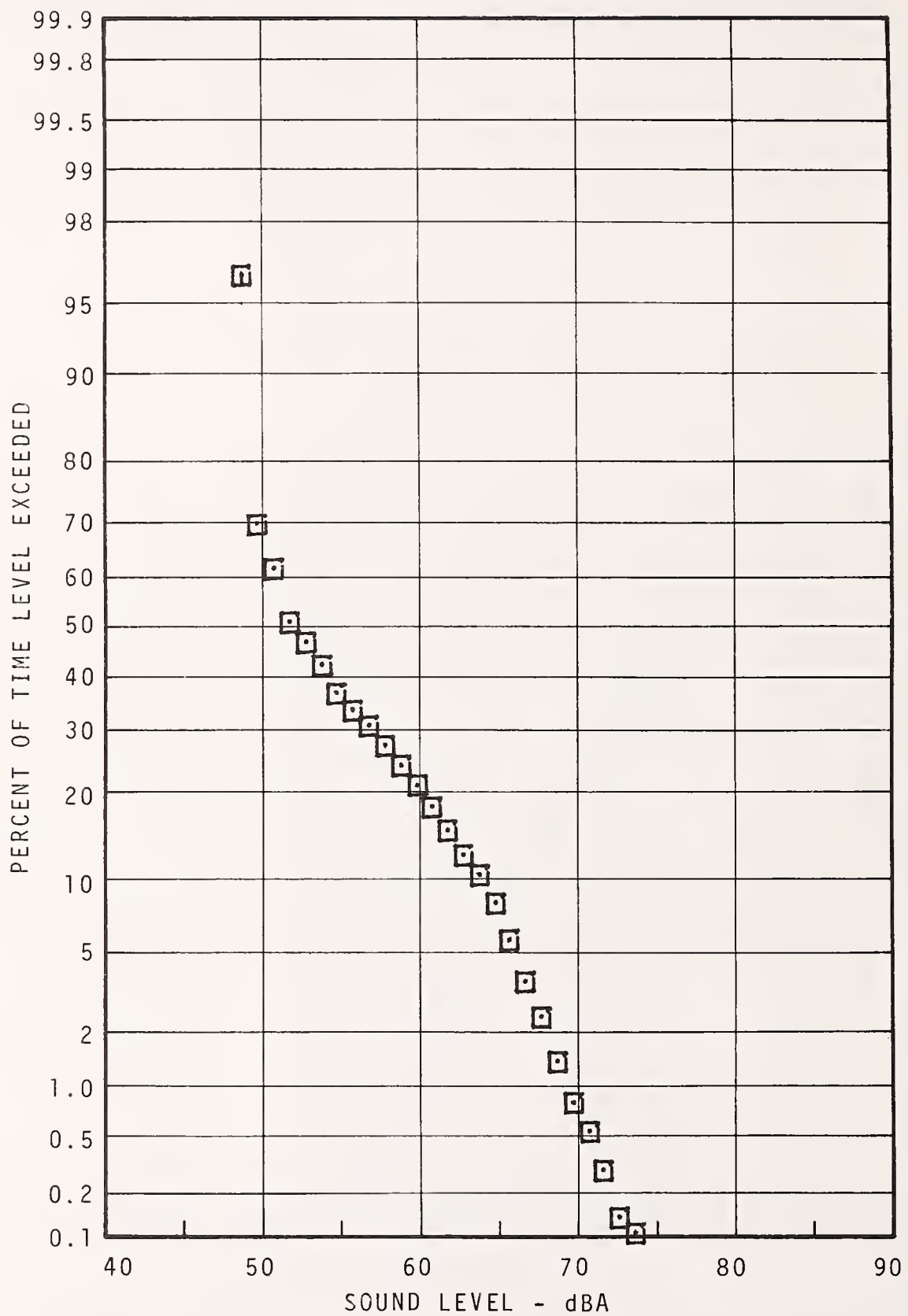


FIGURE 5.49. REDMAN AND NORTH ATLANTIC AVENUES
COMMUNITY STATISTICAL DISTRIBUTION -
30M - EVENING

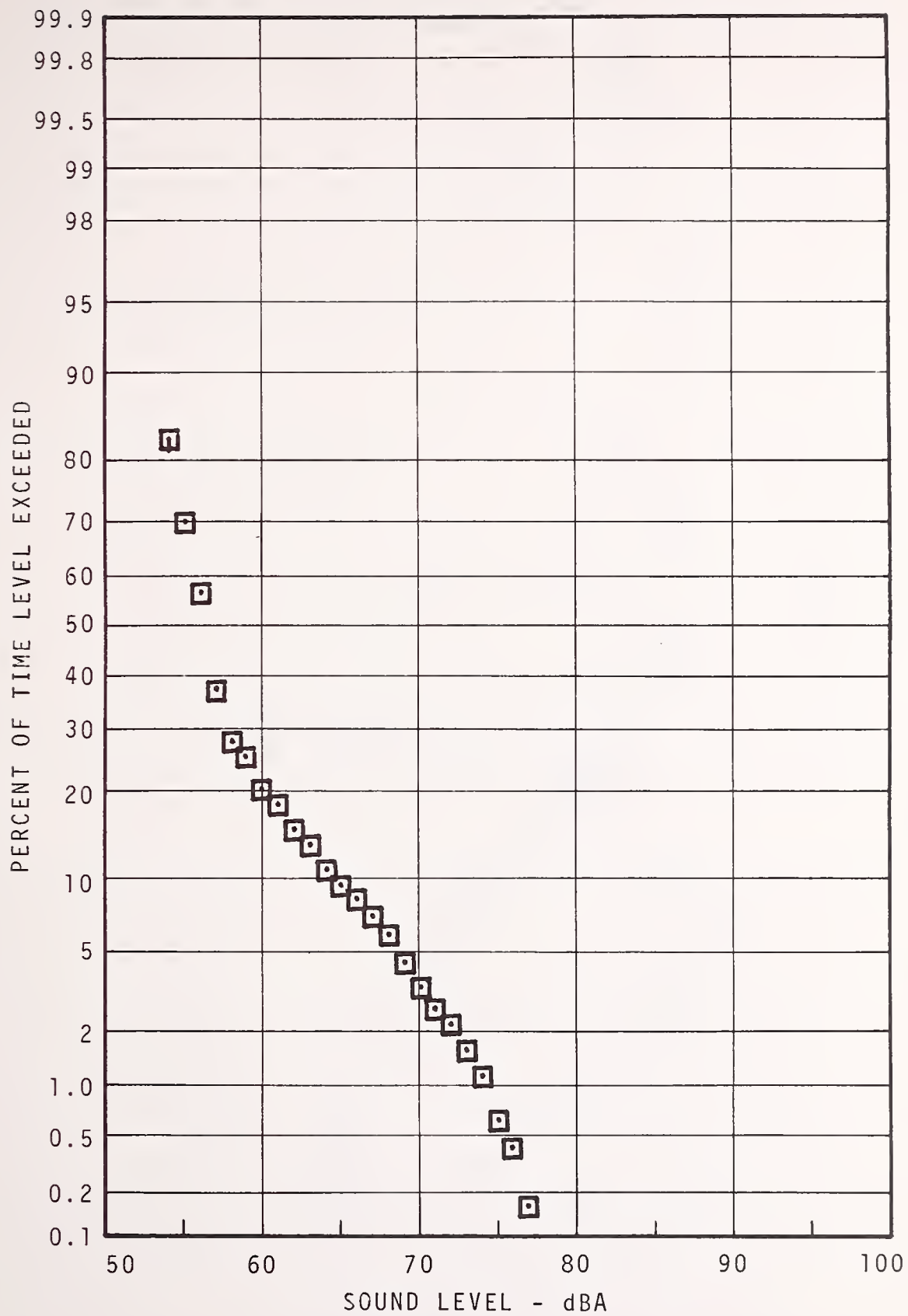


FIGURE 5.50. REDMAN AND NORTH ATLANTIC AVENUES
COMMUNITY STATISTICAL DISTRIBUTION -
60M - DAYTIME.

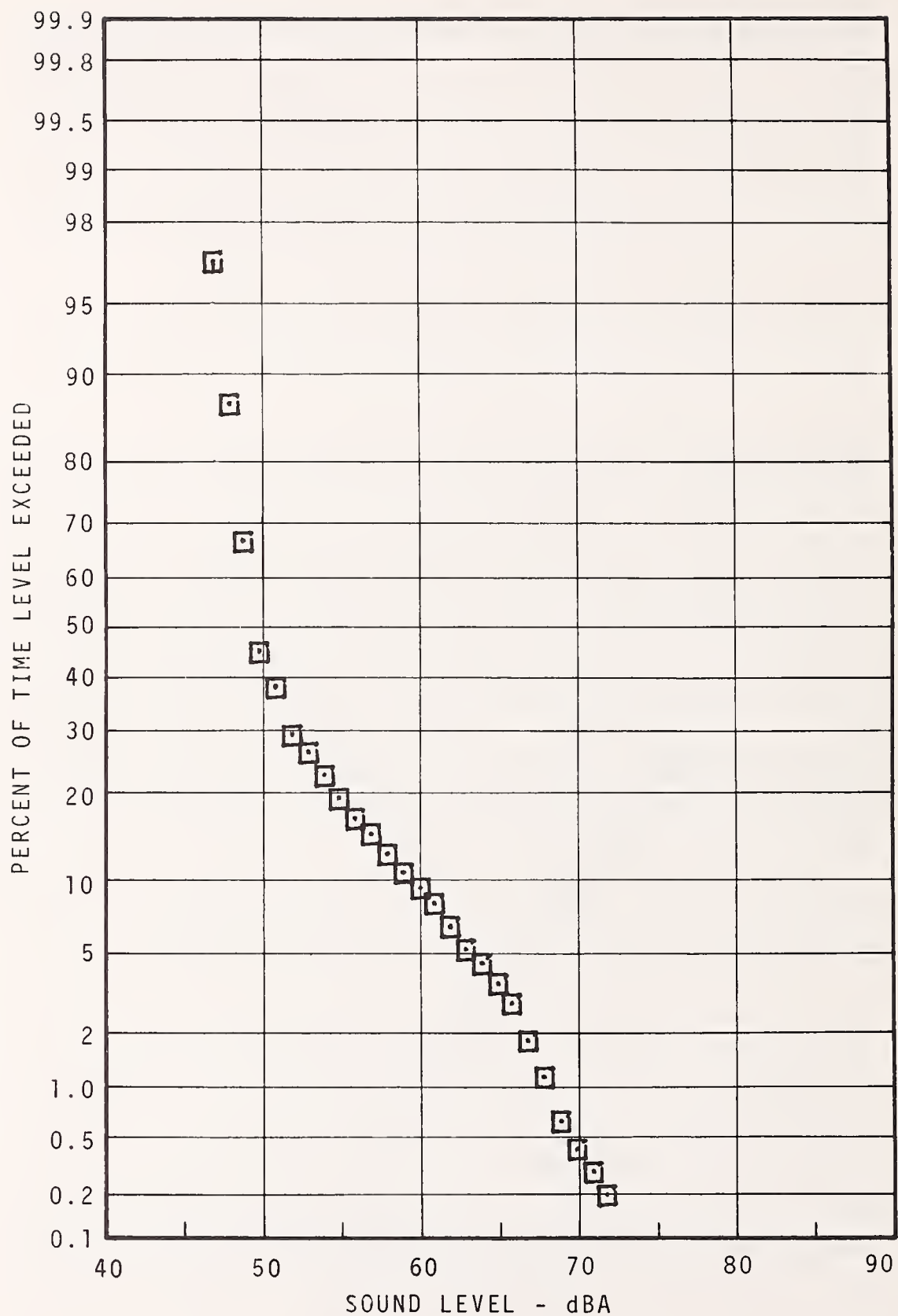


FIGURE 5.51 . REDMAN AND NORTH ATLANTIC AVENUES
COMMUNITY STATISTICAL DISTRIBUTION -
60M - EVENING.

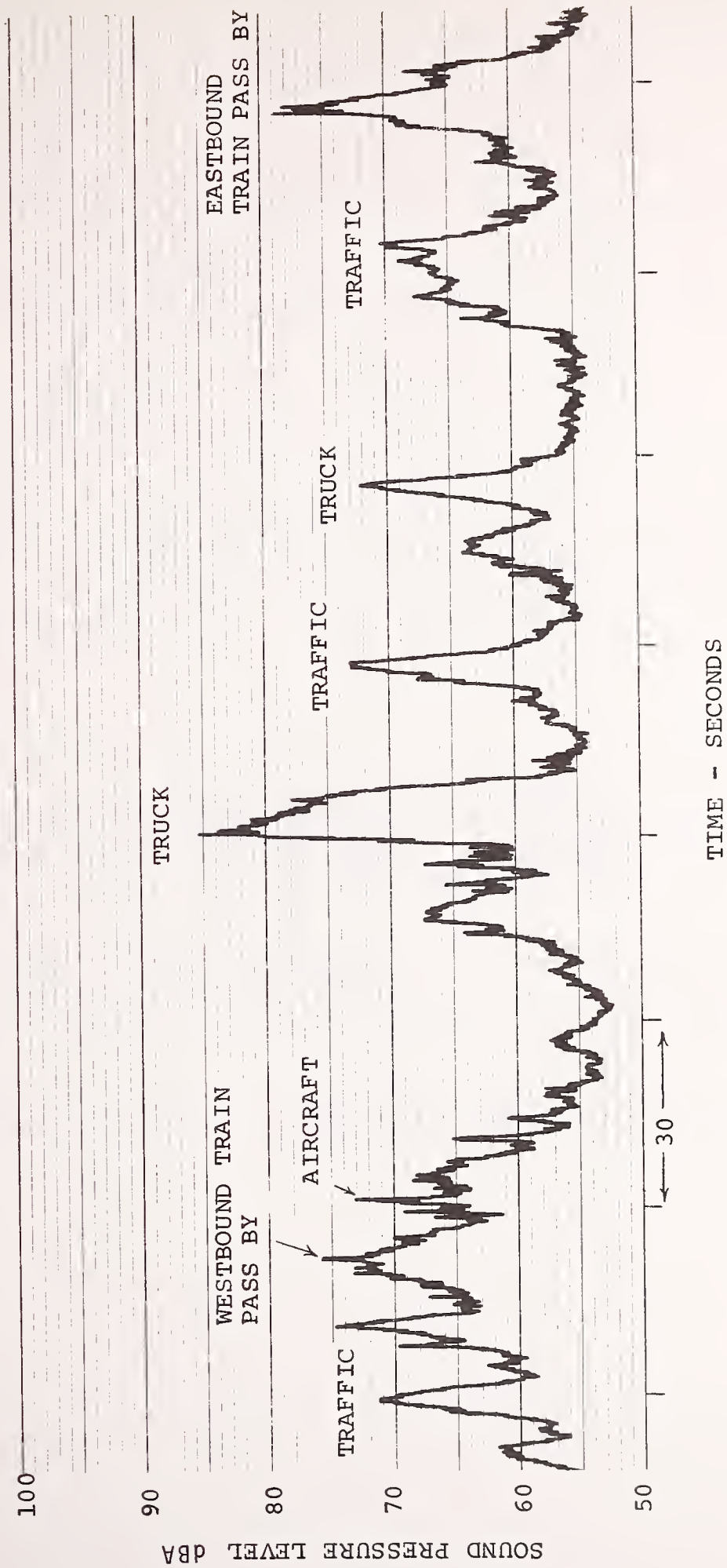


FIGURE 5.52. TYPICAL TIME HISTORY, HADDONFIELD, WAYSIDE

5.2.2 Station Platform

The following stations were surveyed for the platform noise environment.

The Broadway Station in Camden is an underground island platform station. Track is of the older Broad-Ridge construction type, except that the rail has been field-welded to eliminate joints.

City Hall underground station in Camden is an island platform station, but here patrons are exposed to considerable wheel squeal.

Ferry Avenue Station, located on an elevated embankment, is subject to both local and express train noise. One end of this station is unique to the system in that a split center platform requires a wider-than-normal station width. A train is frequently parked in the tail track and this shields patrons at this end of the platform from train noise on the opposite side.

Collingswood Station is of the center platform type on concrete viaduct.

Haddonfield Station is also unique in that it is the only platform located in a cut. The vertical concrete walls of the cut increase the noise level environment of the patrons on this station platform.

15-16th Street and Locust Street Stations, underground are at the Philadelphia end of the system. Patrons on this platform are exposed to both the noises of trains arriving and departing plus the noise of trains on storage tracks near 16th Street.

9th and 10th Street and Locust Street Stations are typical of other underground island platform stations on the system.

BROADWAY STATION

STATION DESCRIPTION (see Figure 5.53)

Broadway Station is an underground island platform station and had originally been part of the Broad Street Subway system which operated across the Benjamin Franklin Bridge in Philadelphia. It is of concrete construction with no acoustical treatment. This is one of the two stations located within the city of Camden. West of Broadway the speed limit is restricted to 40 mph or less. Trains accelerate to the normal operating speed of 75 mph east of Broadway.

NOISE CLIMATE (see Table 5.9, Figures 5.54 - 5.58)

In many respects, the noise climate of this station is similar to other underground stations on the system. Trains operating between Broadway and City Hall emit squeal which is audible on the station platform. In addition, westbound trains sound the horn when departing from the platform.



CENTER OF TRAIN

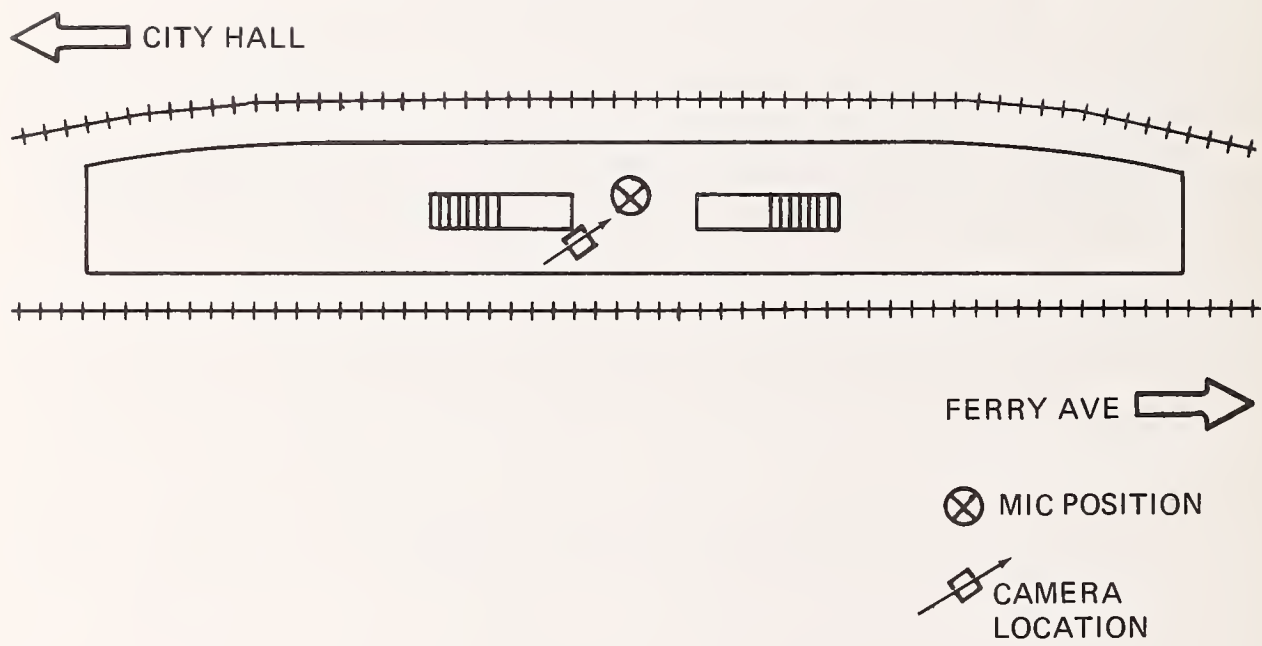


FIGURE 5.53. BROADWAY SUBWAY STATION PLATFORM

TABLE 5.9 SUMMARY OF MEASUREMENT RESULTS FOR 30-MINUTE SAMPLE,
STATION NOISE - PATCO-BROADWAY
CAR TYPE: BUDD

TIME	MIC POSITION	SAMPLE TIME	TRAIN CONDITIONS	UNITS	AVG MAX LEVEL			AVG LR			CUMULATIVE AMPLITUDE DISTRIBUTION					Leq					
					a)	NEAR	FAR	WEST	NEAR	FAR	L99	L90	L50	L10	L1						
Day	Center of stopped train	30 min.	ARRIVE	b)N	6-2	5-2		6-2			62	62	63	78	88	75					
				dBA	85	84	94														
				c)S	1.17	4.72	1.45	2.26													
			DEPART	N	6-2	5-2	4-2														
				dBA	83	85	90														
				S	3.74	4.56	2.32	2.25													
Rush	Center of stopped train	30 min.	ARRIVAL AND DEPARTURE	dBA						62	63	64	81	88	77						
Evening	Center of stopped train	30 min.		dBA						56	58	62	73	90	75						
Night	Center of stopped train	30 min.		dBA						63	63	64	80	88	76						

Notes: a - Track
b - Number of Trains - (e.g.: 4-2 means four 2-car trains)
c - Standard Deviation of Level

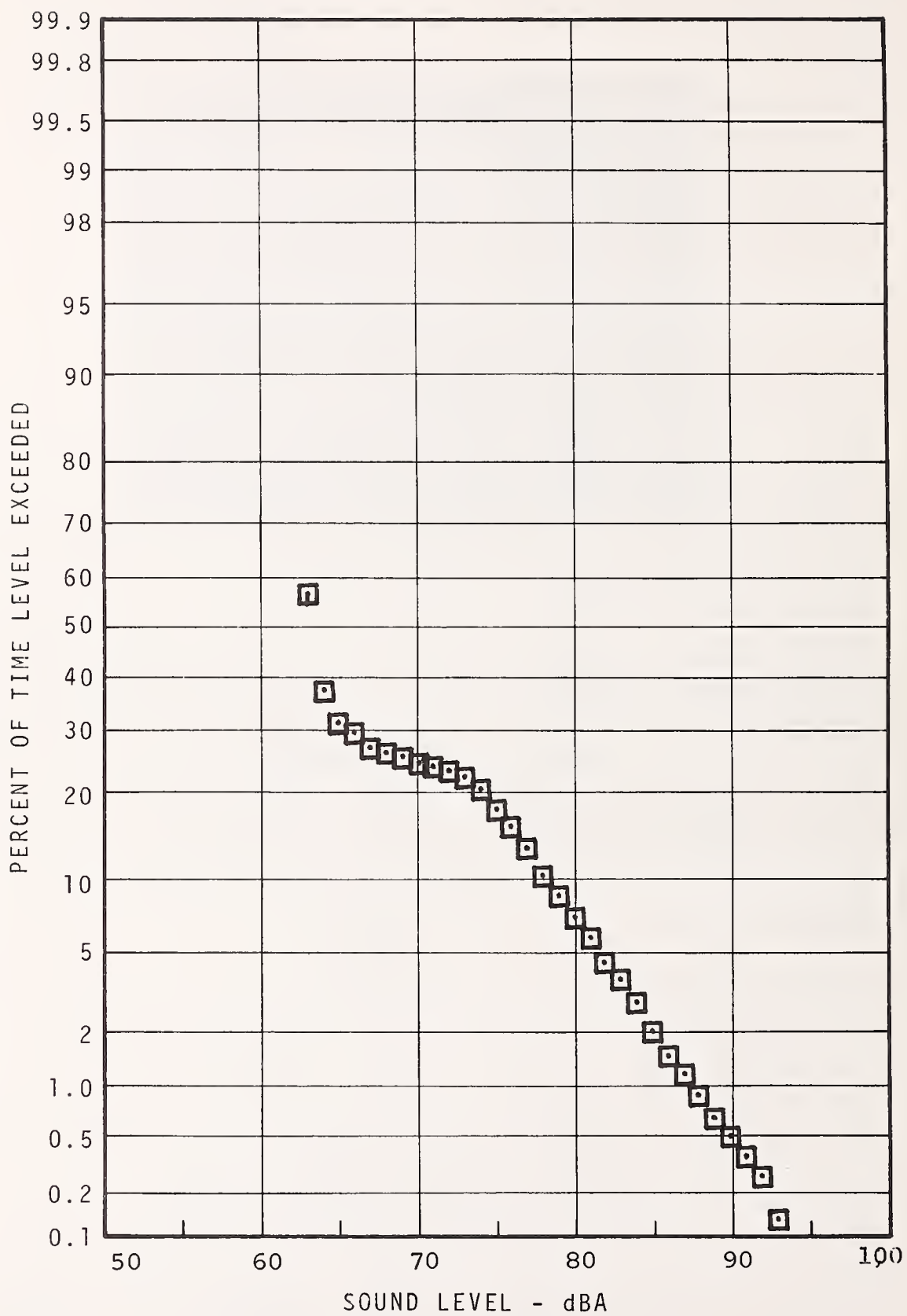


FIGURE 5.54. BROADWAY STATION PLATFORM
STATISTICAL DISTRIBUTION - CENTER -
DAYTIME.

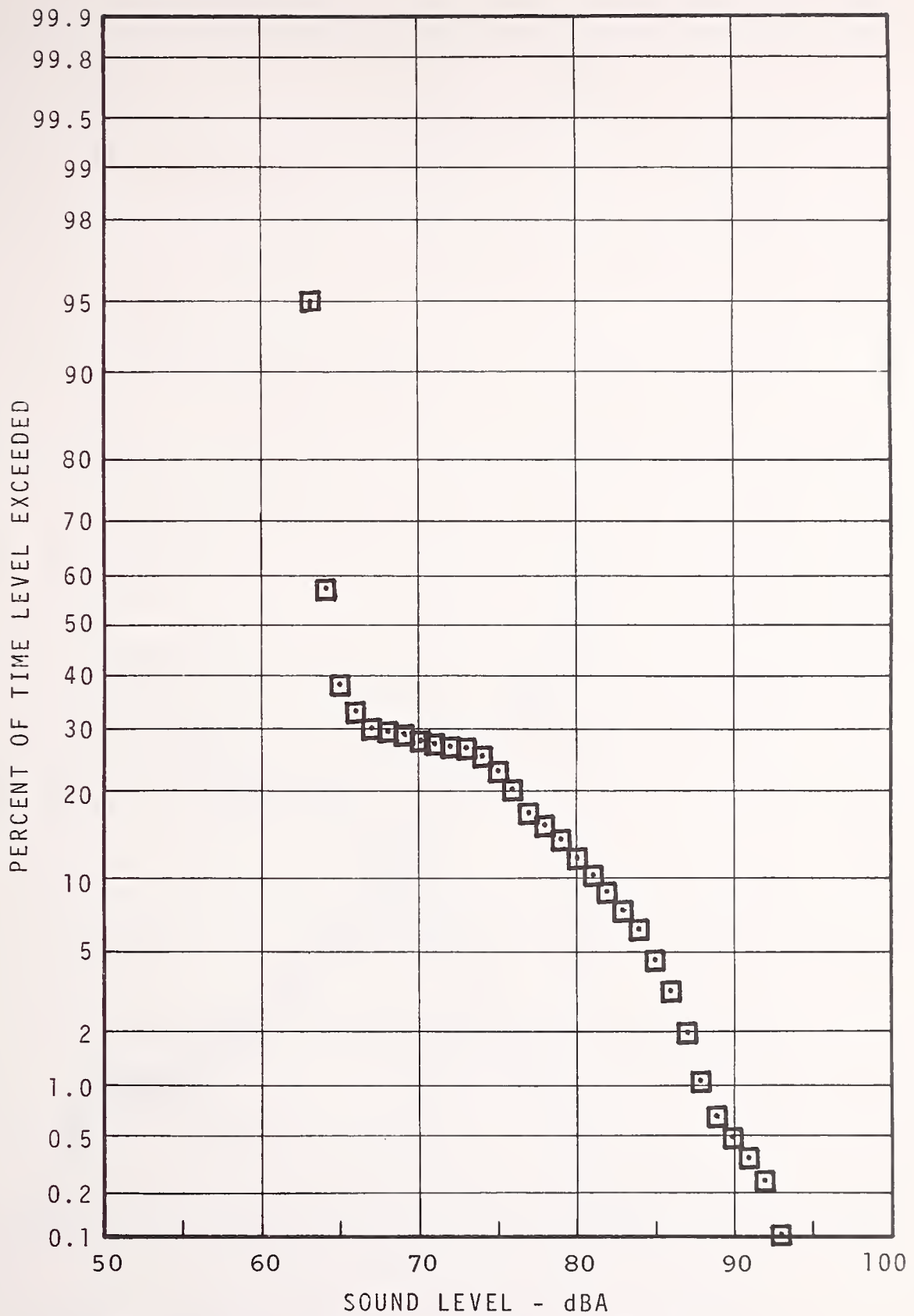


FIGURE 5.55. BROADWAY STATION PLATFORM
STATISTICAL DISTRIBUTION - CENTER -
RUSH HOUR.

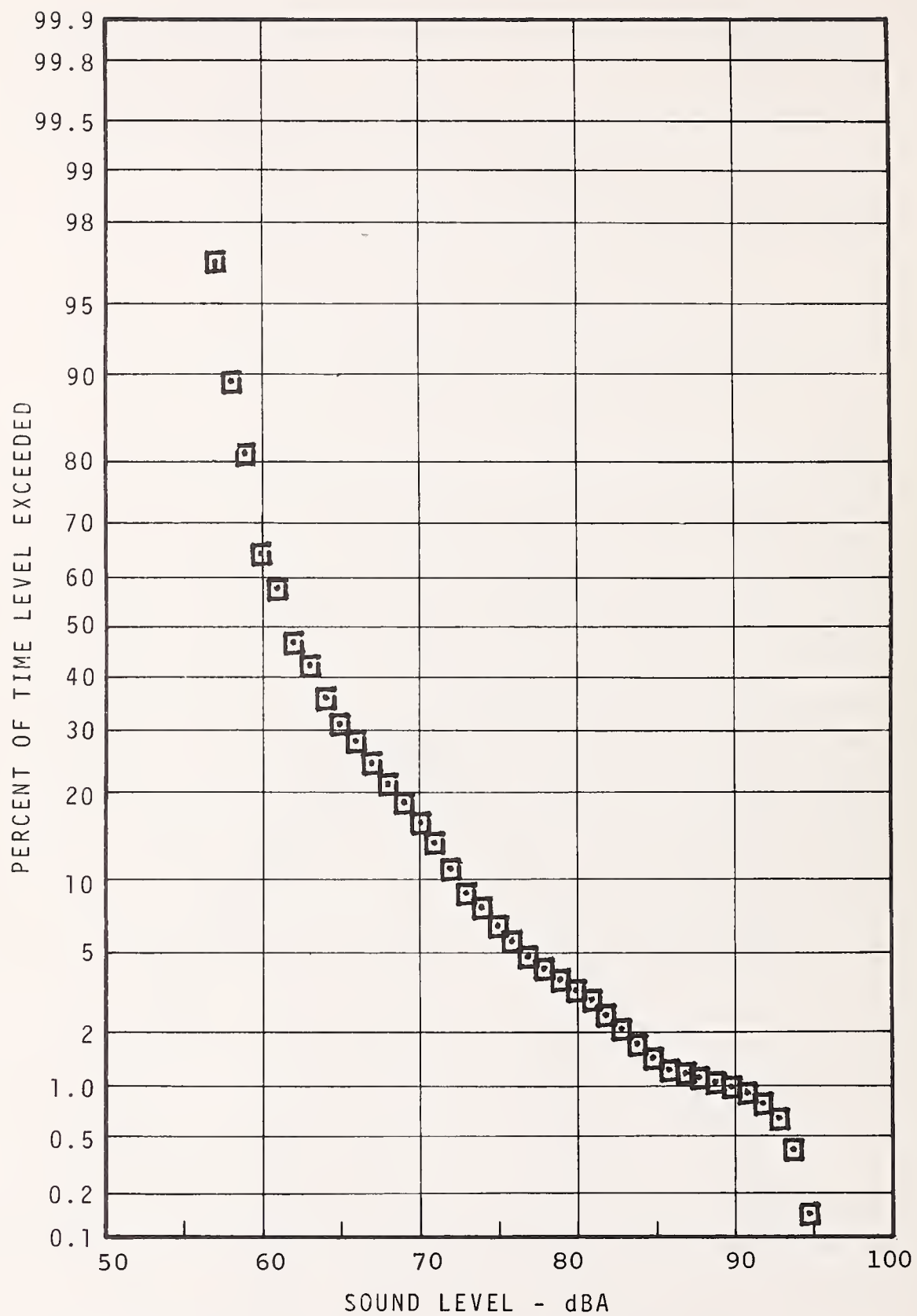


FIGURE 5.56. BROADWAY STATION PLATFORM
STATISTICAL DISTRIBUTION - CENTER -
EVENING.

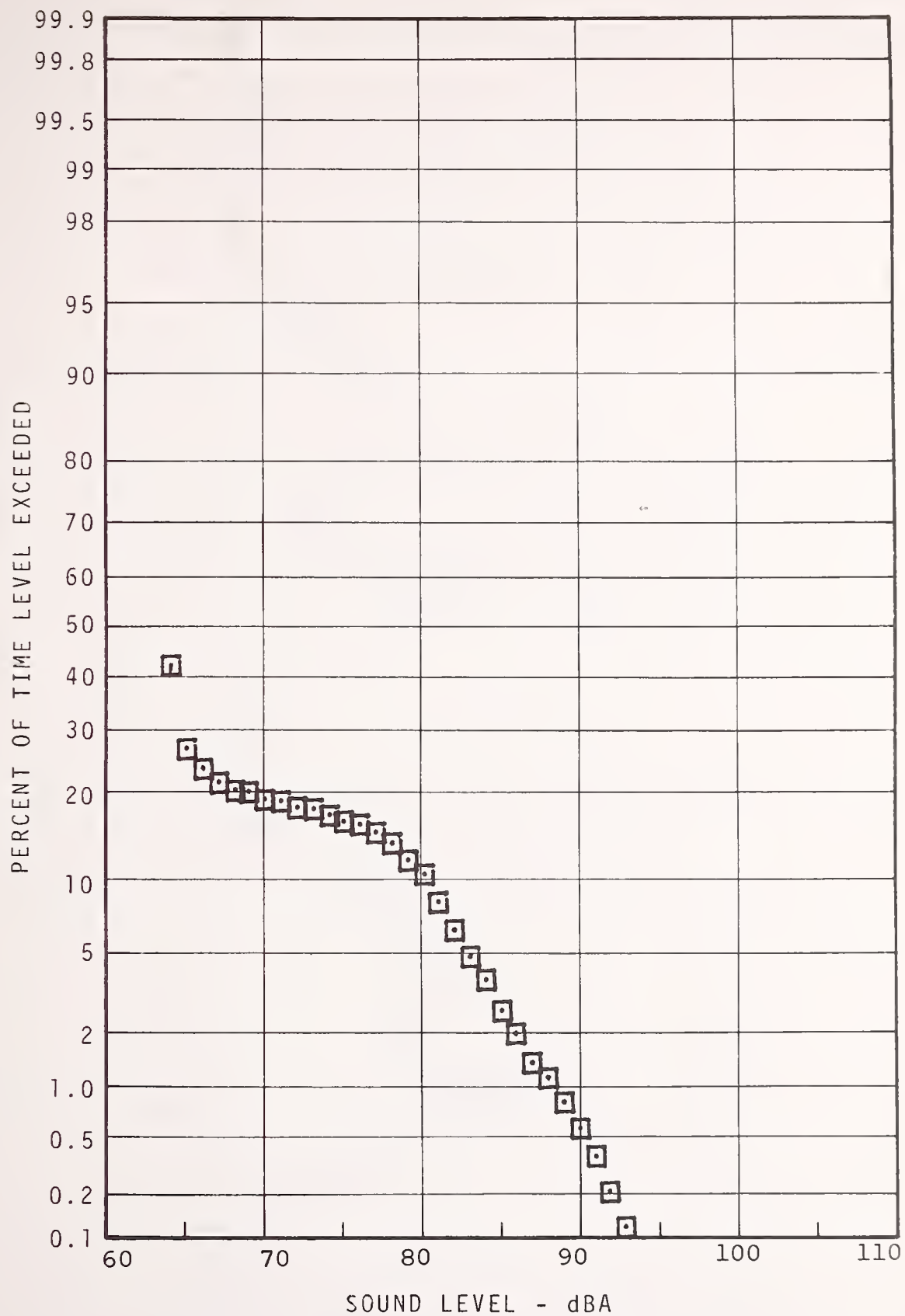


FIGURE 5.57. BROADWAY STATION PLATFORM
STATISTICAL DISTRIBUTION - CENTER -
NIGHT.

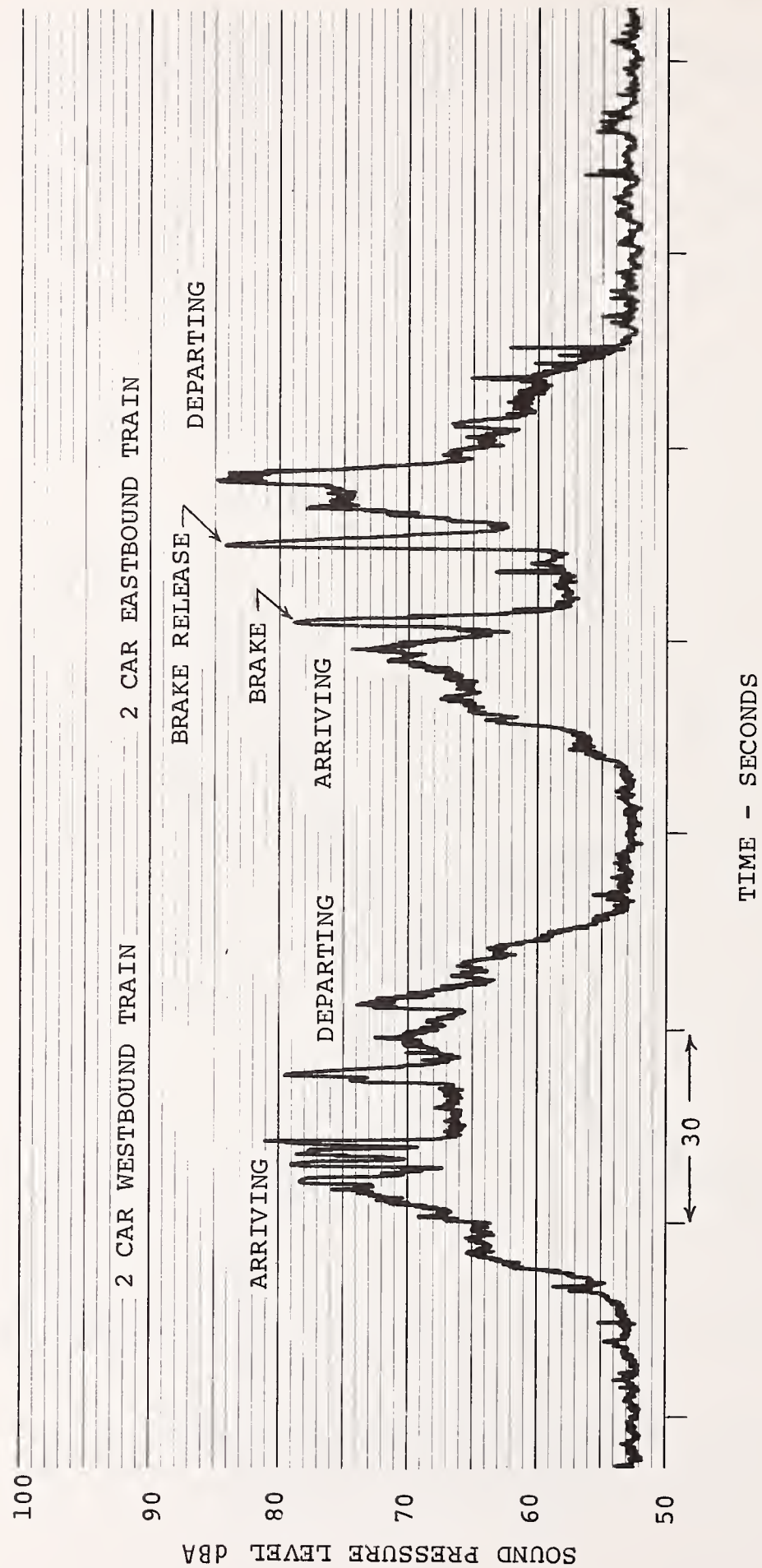


FIGURE 5.58. TYPICAL TIME HISTORY, BROADWAY, STATION

CITY HALL STATION

STATION DESCRIPTION (see Figure 5.59)

City Hall Station (Camden) is an island platform station which is very similar in construction to the Snyder Avenue Station on the Broad Street Subway in Philadelphia. It is of concrete construction with no acoustical treatment. A direct comparison of noise levels in these two stations permits noise levels of two types of vehicles (on separate systems) to be made. This station had previously been served by the Broad Street Subway spur which operated across the Benjamin Franklin Bridge in Philadelphia.

NOISE CLIMATE (see Table 5.10, Figures 5.60 - 5.61)

The noise environment at City Hall Station is similar to other underground stations on the system. However, some wheel squeal at the east end of the station can be heard as trains negotiate the curve leading to the Benjamin Franklin Bridge and at the west end of the platform from the curve between City Hall and Broadway Stations.

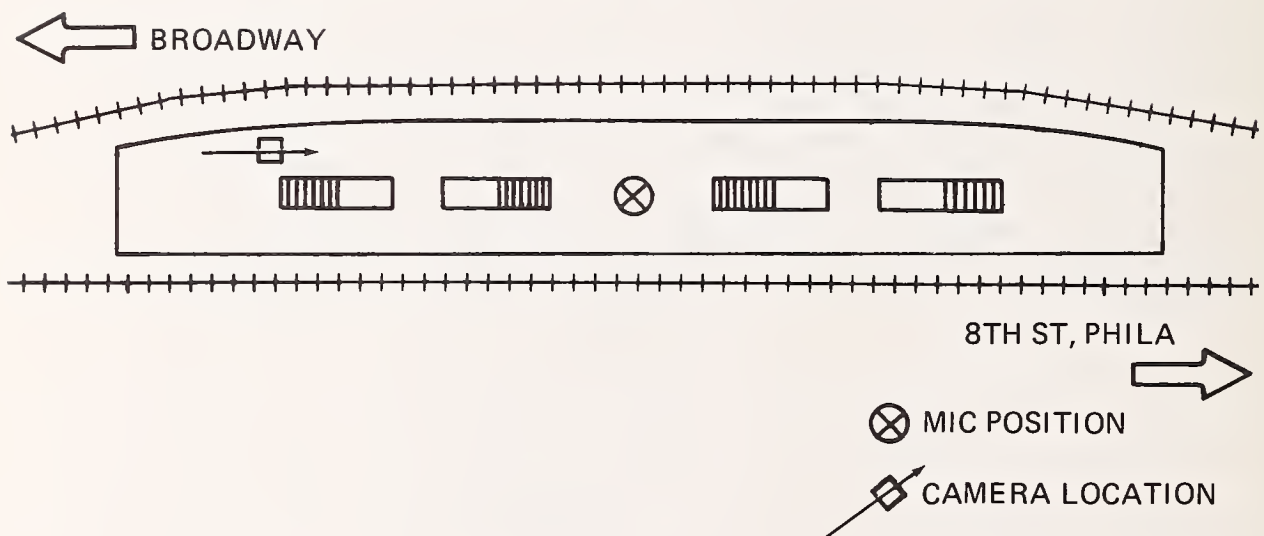


FIGURE 5.59. CITY HALL SUBWAY STATION PLATFORM

TABLE 5.10 SUMMARY OF MEASUREMENT RESULTS FOR STATION NOISE, PATCO-CITY HALL

TIME	MIC POSITION	SAMPLE TIME	TRAIN CONDITIONS	UNITS	AVG MAX LEVEL		AVG LR		CUMULATIVE AMPLITUDE DISTRIBUTION					Leq		
					NEAR	FAR	NEAR	FAR	L99	L90	L50	L10	L1			
Rush	Center of stopped train	30 min	Arrival and Departure	dBA						63	64	69	86	93	81	
Notes: a - Track b - Number of Trains - (e.g.: 4-2 means four 2-car trains) c - Standard Deviation of Level																

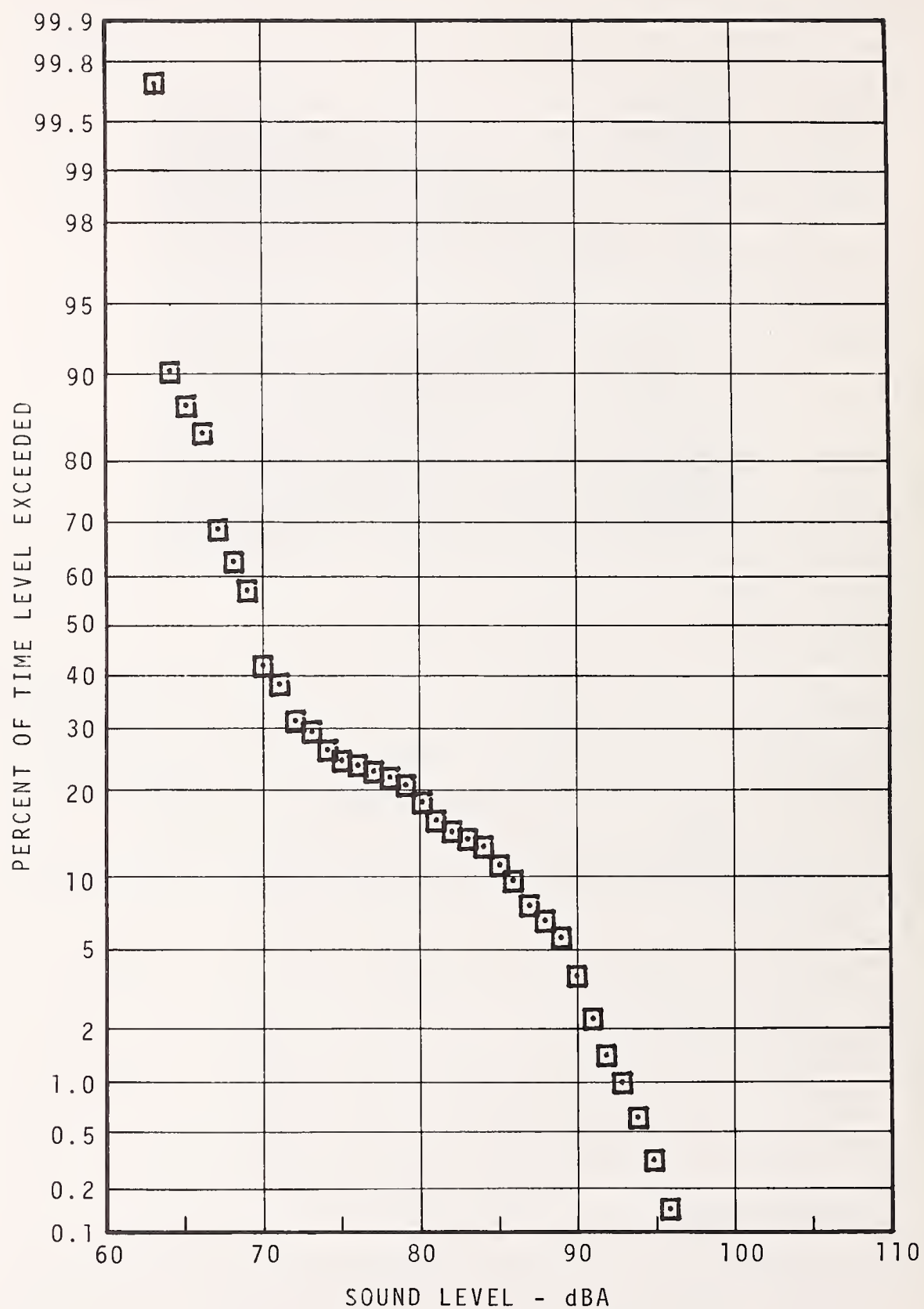
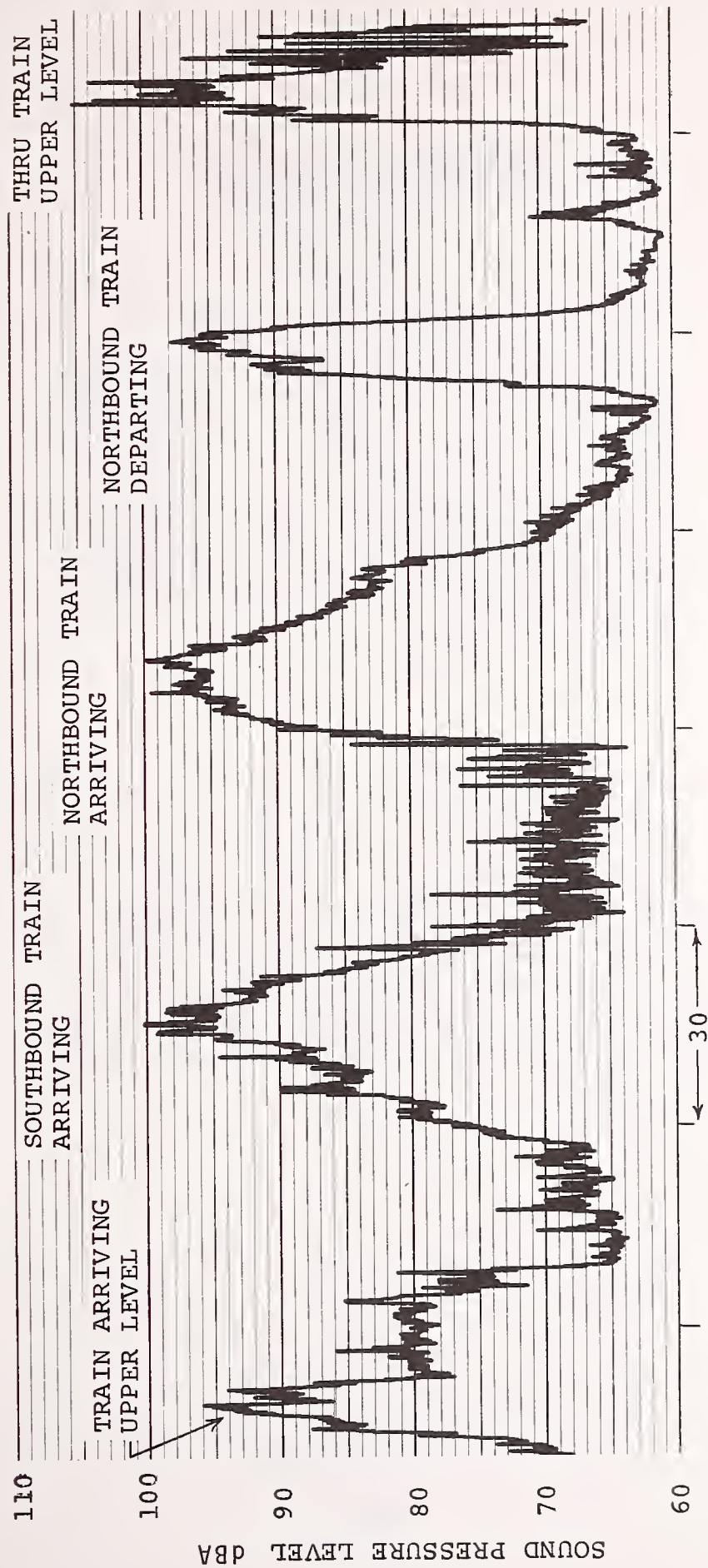


FIGURE 5.60 . CITY HALL STATION PLATFORM
STATISTICAL DISTRIBUTION - CENTER -
RUSH HOUR.



TIME - SECONDS

FIGURE 5.61. TYPICAL TIME HISTORY, CITY HALL STATION

FERRY AVENUE STATION

STATION DESCRIPTION (see Figure 5.62)

Ferry Avenue Station is an island platform station located on elevated embankment. At the west end of the station a third track divides the center platform into two island platforms. This track is used by trains which operate between 15th/16th and Locust in Philadelphia and Ferry Avenue during rush hours only. On the north side of the station there is an industrial area. The south side is composed of a parking lot for transit system patrons. There are no single family homes visible from the station platform but at a distance of approximately 500 ft there are two office buildings, one of which contains commercial establishments and an apartment complex. Patrons enter and exit by way of a stairway at the platform and an underground passage to the parking lot.

NOISE CLIMATE (see Table 5.11, Figures 5.63 - 5.65)

The ambient noise at the station arises from nearby vehicular traffic. Some platform positions shield this noise and the background level is very low. The train noise is below background level while approaching the platform and often cannot be heard until it is within a distance of less than 100 ft. When a local train is parked in the tail track, patrons are shielded from trains operating on the far track. Express trains present higher noise levels to patrons than those which stop at Ferry Avenue.



CENTER OF TRAIN

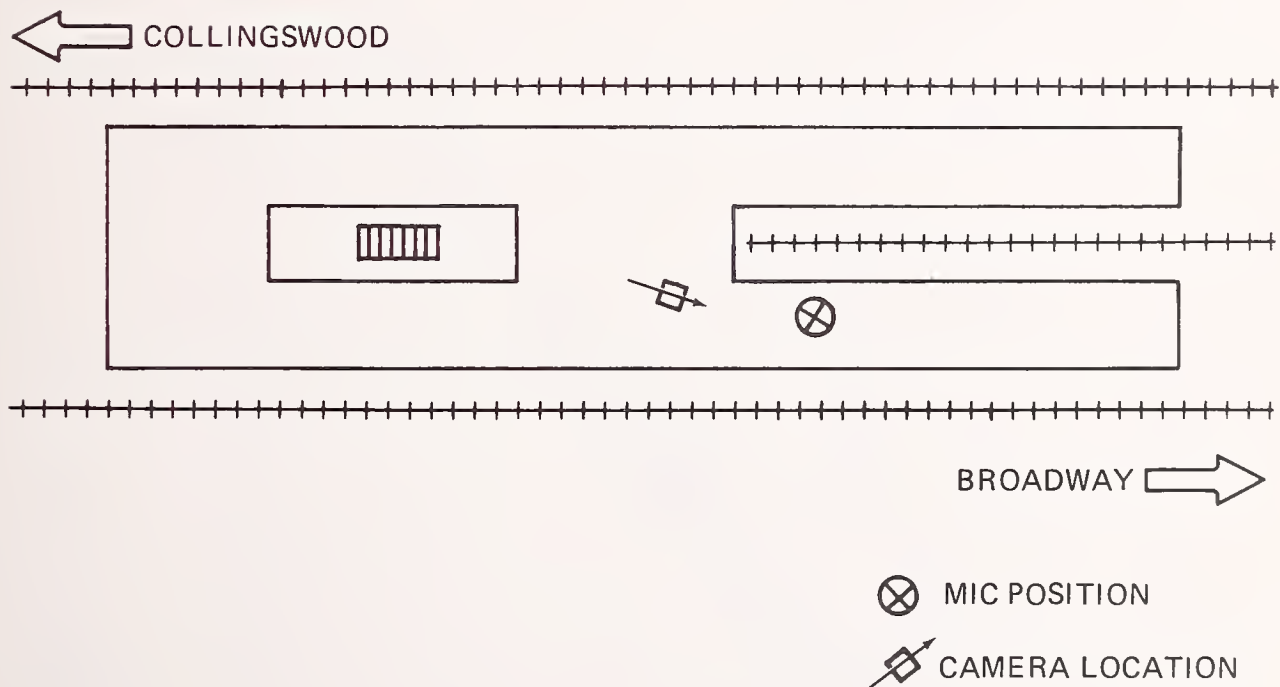


FIGURE 5.62. FERRY AVE STATION PLATFORM ON ELEVATED EMBANKMENT

TABLE 5.11 SUMMARY OF MEASUREMENT RESULTS FOR 30-MINUTE SAMPLE
STATION NOISE - PATCO-FERRY AVENUE
CAR TYPE: BUDD

TIME	MIC POSITION	SAMPLE TIME	TRAIN CONDITIONS	UNITS	AVG. MAX LEVEL			AVG LR			CUMULATIVE AMPLITUDE DISTRIBUTION					Leq
					a)WEST	NEAR	FAR	WEST	NEAR	FAR	L99	L90	L50	L10	L1	
DAY	Center of stopped train	30 min.	ARRIVAL	b)N	6-2	6-2		5-2	5-2							64
				dBA	70	73		75	79							
				c)S	3.75	3.60		2.38	2.69							
				N	6-2	6-2		3-2	1-2	53	54	57	65	75		
				dBA	69	63		78	65.4							
Evening	End of stopped train	30 min.	Arrival & Departure	S	3.02	3.19		1.88	-							63
				dBA												
Notes: a - Track b - Number of Trains - (e.g.: 4-2 means four 2-car trains) c - Standard Deviation of Level																

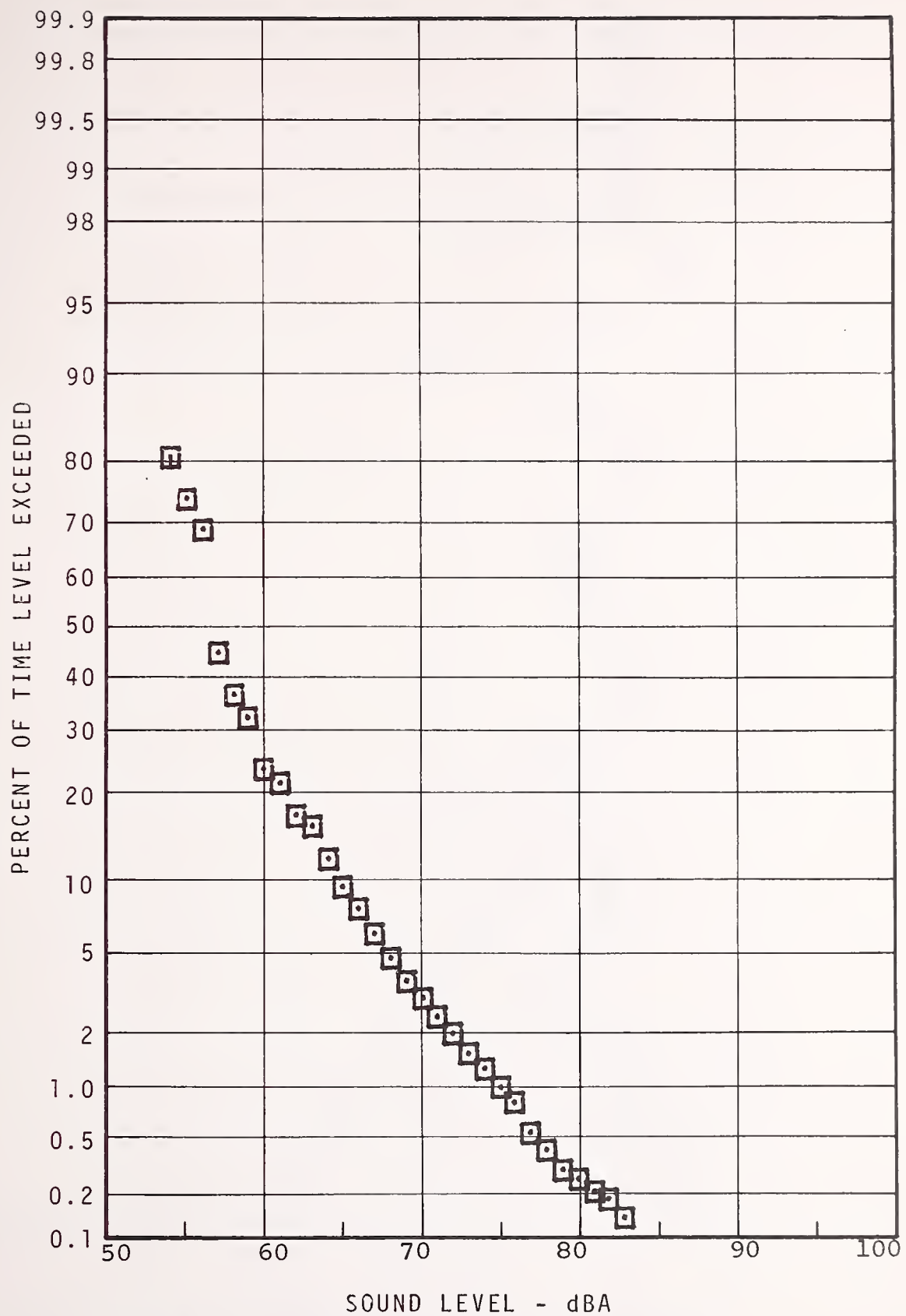


FIGURE 5.63. FERRY AVE. STATION PLATFORM
STATISTICAL DISTRIBUTION - CENTER
DAYTIME.

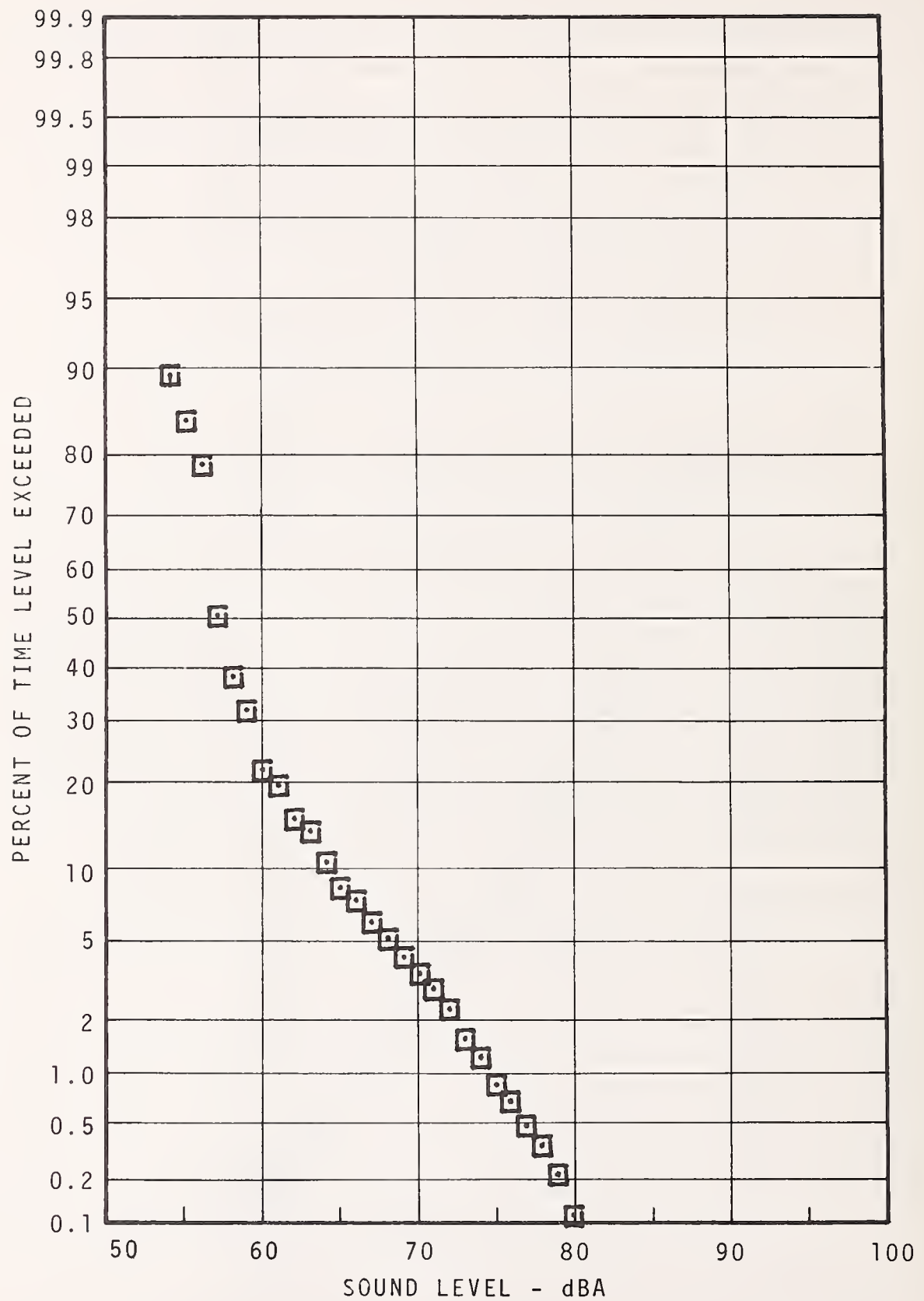


FIGURE 5.64. FERRY AVENUE STATION PLATFORM
STATISTICAL DISTRIBUTION - END-
EVENING.

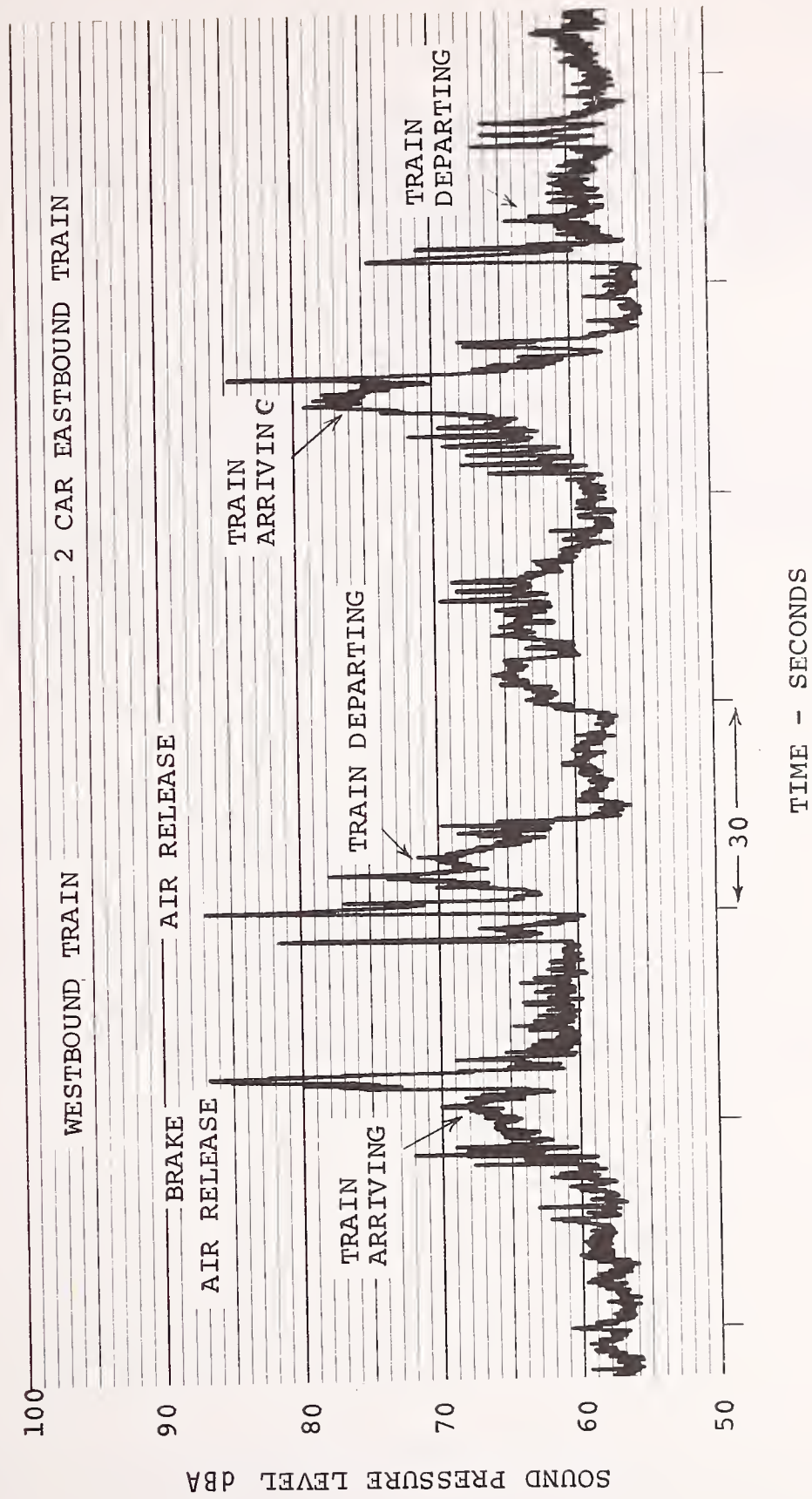


FIGURE 5.65. TYPICAL TIME HISTORY, FERRY AVE. STATION

COLLINGSWOOD STATION

STATION DESCRIPTION (see Figure 5.66)

Collingswood is an island platform station on concrete viaduct. Patrons enter and exit from ground level through a ground level waiting room and ticket vending area. A parking area is located alongside and underneath the viaduct. The neighborhood adjoining the right-of-way in Collingswood is predominately residential with many houses located within approximately 50 feet (15m) from the track centerline on the south side, and adjacent to the parking lot on the north side, a distance from the track of approximately 200 ft (60m). Beyond the station limits houses are within 50-75 ft (15-23m) on both sides of the right-of-way.

NOISE CLIMATE (see Table 5.12, Figures 5.67 - 5.71)

On the station platform the view down the track is quite open and when the trains arrive, they are audible for a distance of several hundred feet. The noise is due to the propulsion system, since wheel/rail noise is lower. Community noise is primarily ground level street traffic and is generally of a very low level.



END OF TRAIN



CENTER OF TRAIN

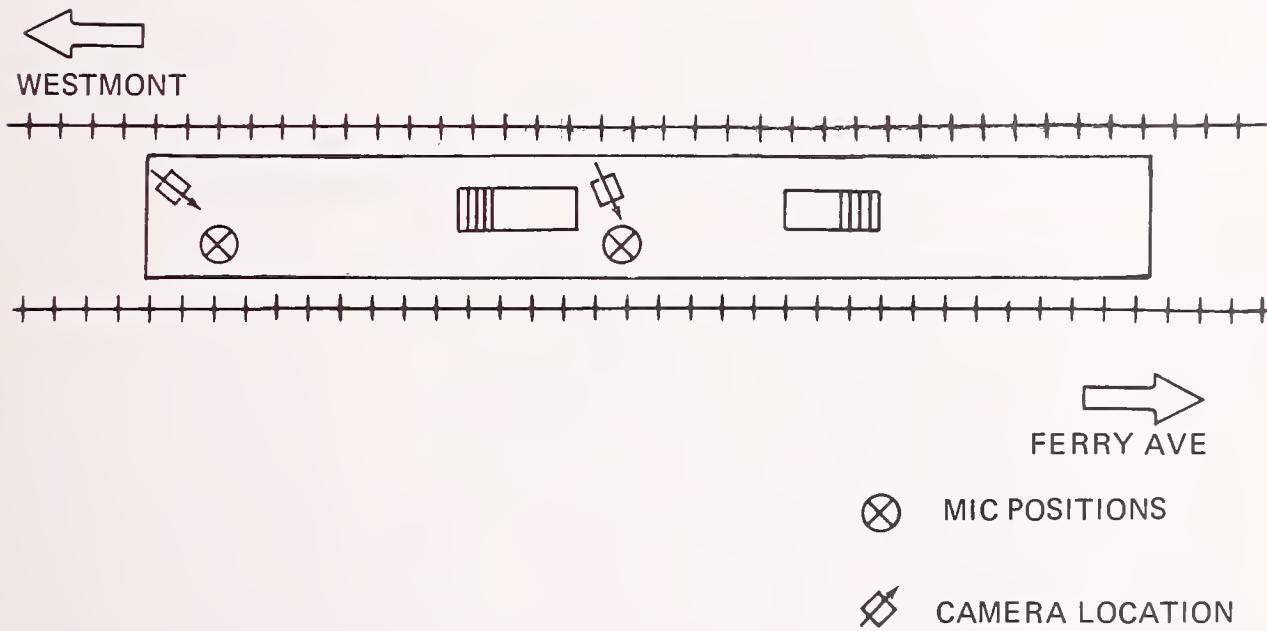


FIGURE 5.66. COLLINGSWOOD STATION PLATFORM ON CONCRETE VIADUCT

TABLE 5.12 SUMMARY OF MEASUREMENT RESULTS FOR 30-MINUTE SAMPLE
STATION NOISE - PATCO-COLLINGSWOOD
CAR TYPE: BUDD

TIME	MIC POSITION	SAMPLE TIME	TRAIN CONDITIONS	UNITS	AVG MAX LEVEL			AVG LR		CUMULATIVE AMPLITUDE DISTRIBUTION					Leq
					NEAR	FAR	EAST	WEST	EAST	L99	L90	L50	L10	L1	
DAY	Center of stopped train	30 min.	ARRIVAL	b)N	4-2	4-2	4-2	4-2	2-2						66
				dBA	76	71	83	80							
				c)S	2.80	2.14	2.01	2.40							
			DEPARTURE	N	4-2	4-2	4-2	3-2		56	56	58	68	79	
				dBA	72	74	78	79							
RUSH	Center of stopped train	30 min.	ARRIVAL AND DEPARTURE	S	0.96	4.37	2.05	5.55		60	61	62	75	86	73
				dBA											
EVENING	Center of stopped train	30 min.		dBA						53	54	57	71	81	69
NIGHT	Center of stopped train	20 min.		dBA						55	58	63	71	81	69
Notes: a - Track b - Number of Trains -(e.g.: 4-2 means four 2-car trains) c - Standard Deviation of Level															

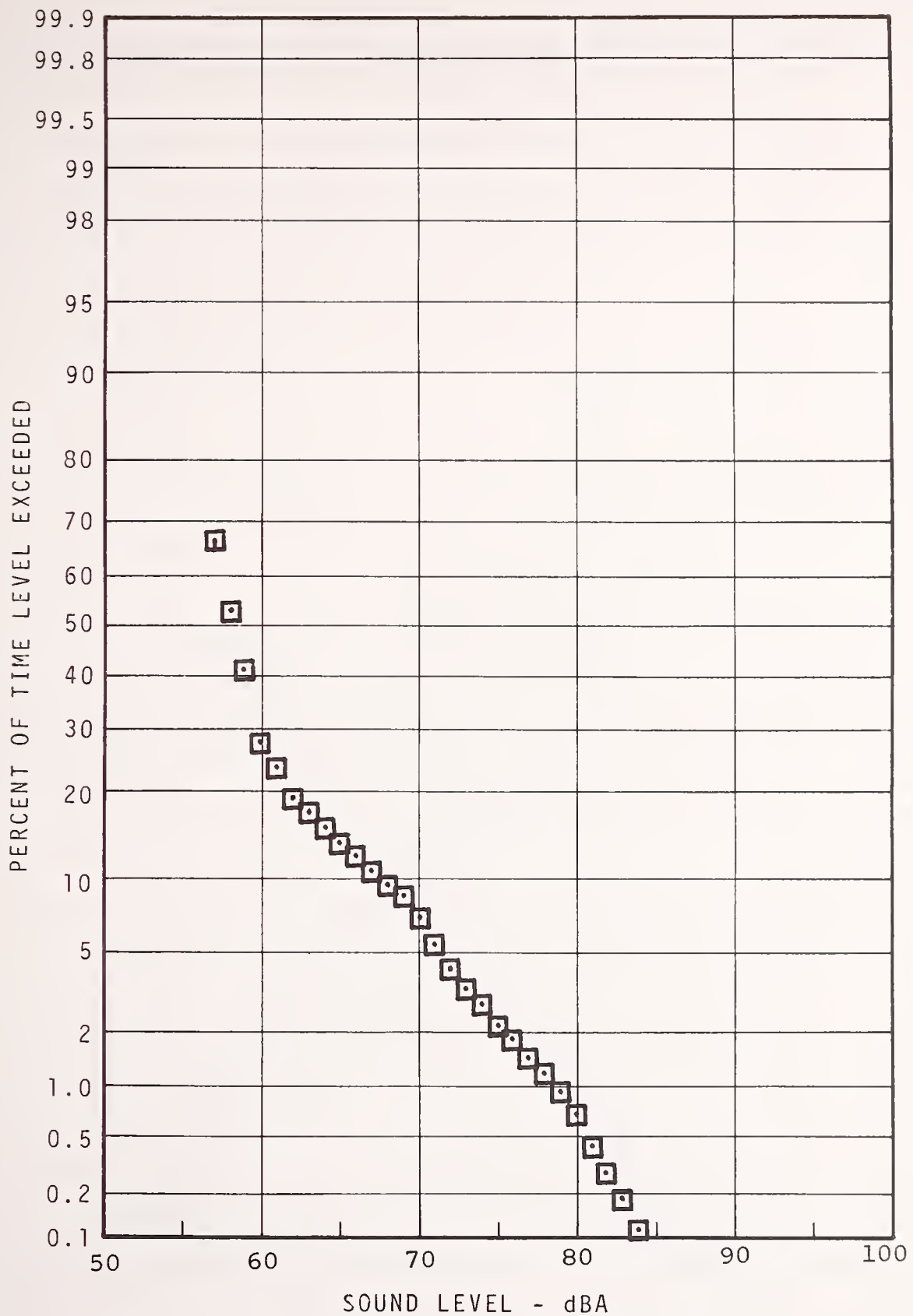


FIGURE 5.67. COLLINGSWOOD STATION PLATFORM
STATISTICAL DISTRIBUTION - CENTER
DAYTIME.

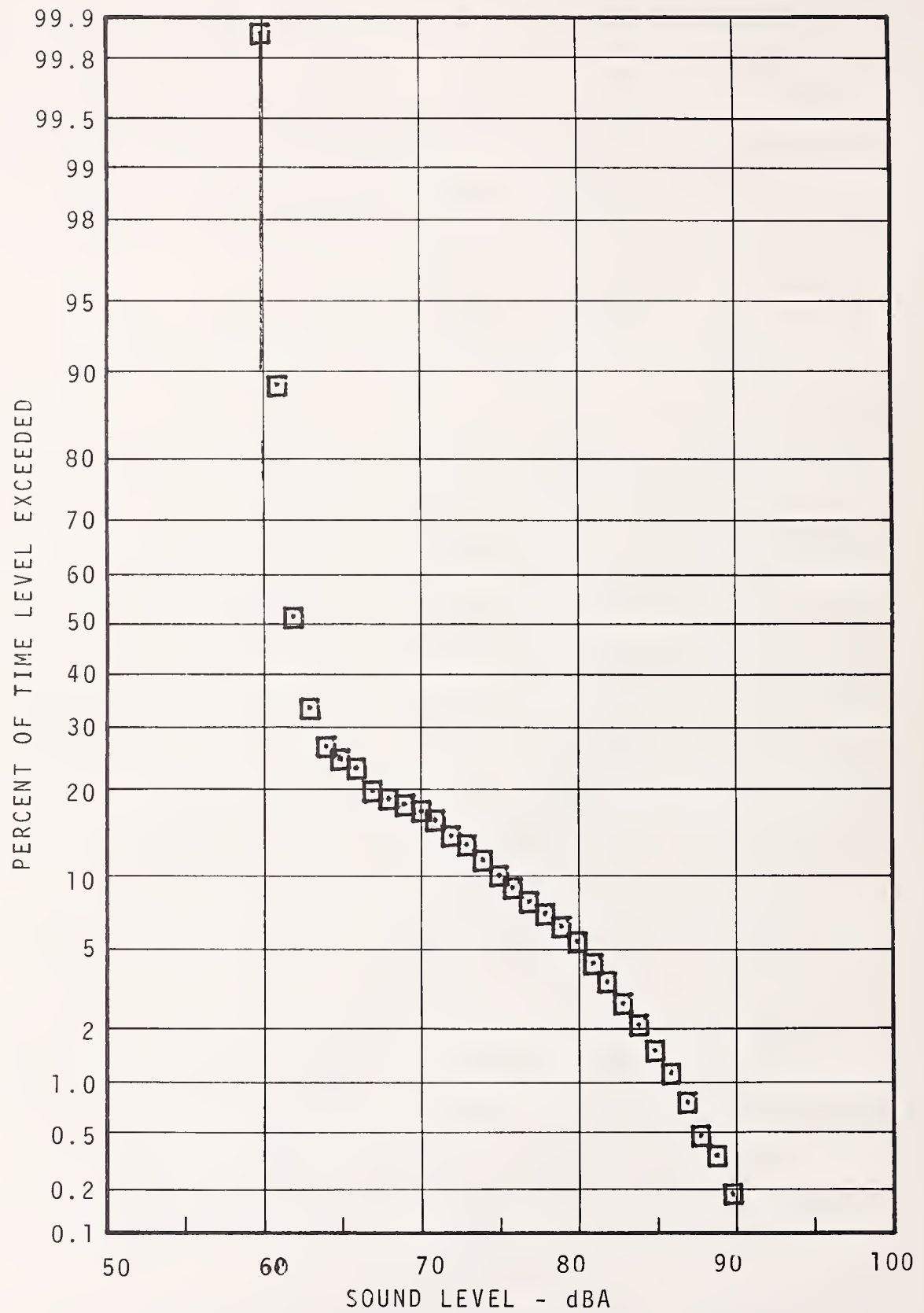


FIGURE 5.68. COLLINGSWOOD STATION PLATFORM
STATISTICAL DISTRIBUTION - CENTER -
RUSH HOUR.

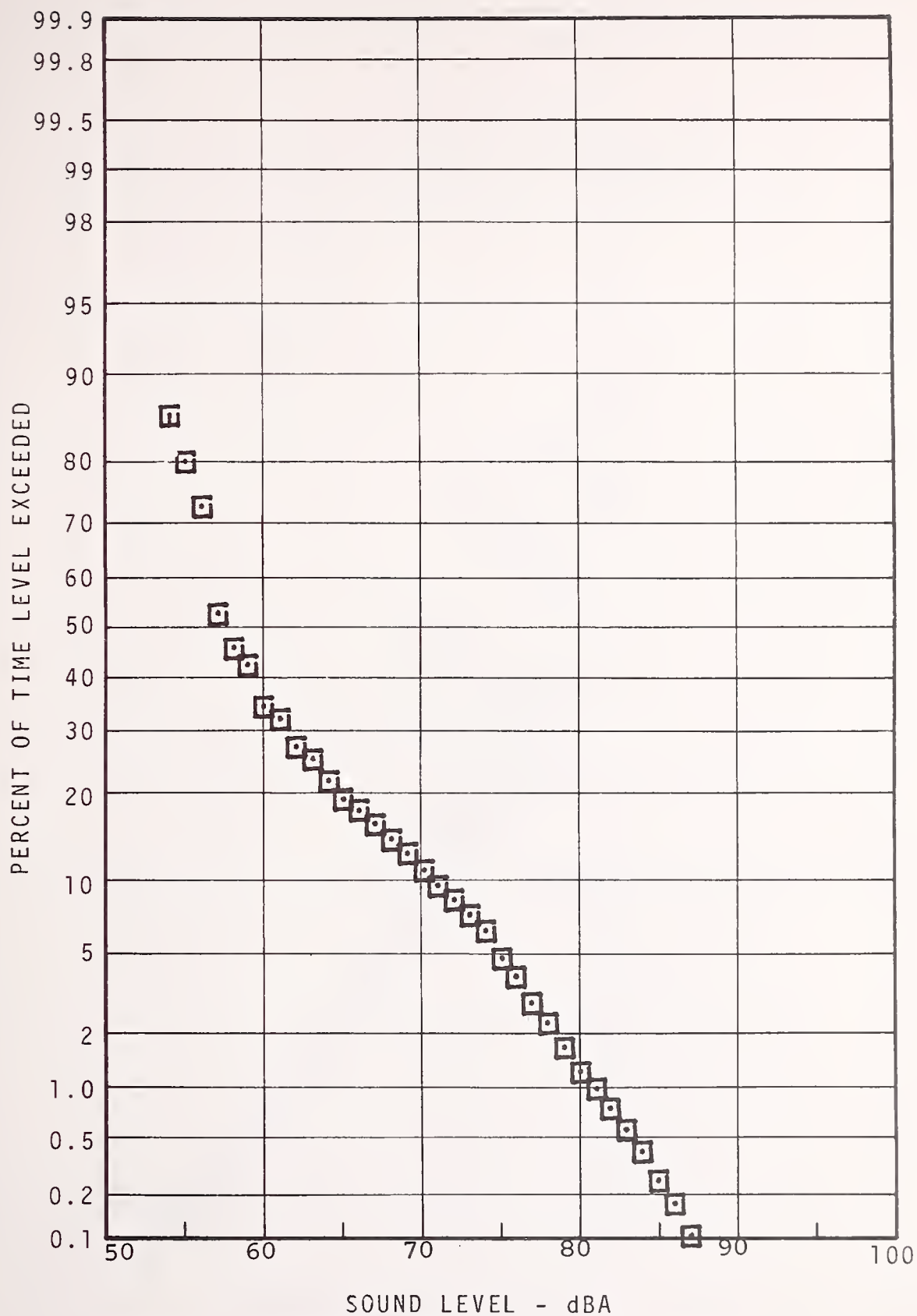


FIGURE 5.69. COLLINGSWOOD STATION PLATFORM
STATISTICAL DISTRIBUTION - CENTER
EVENING.

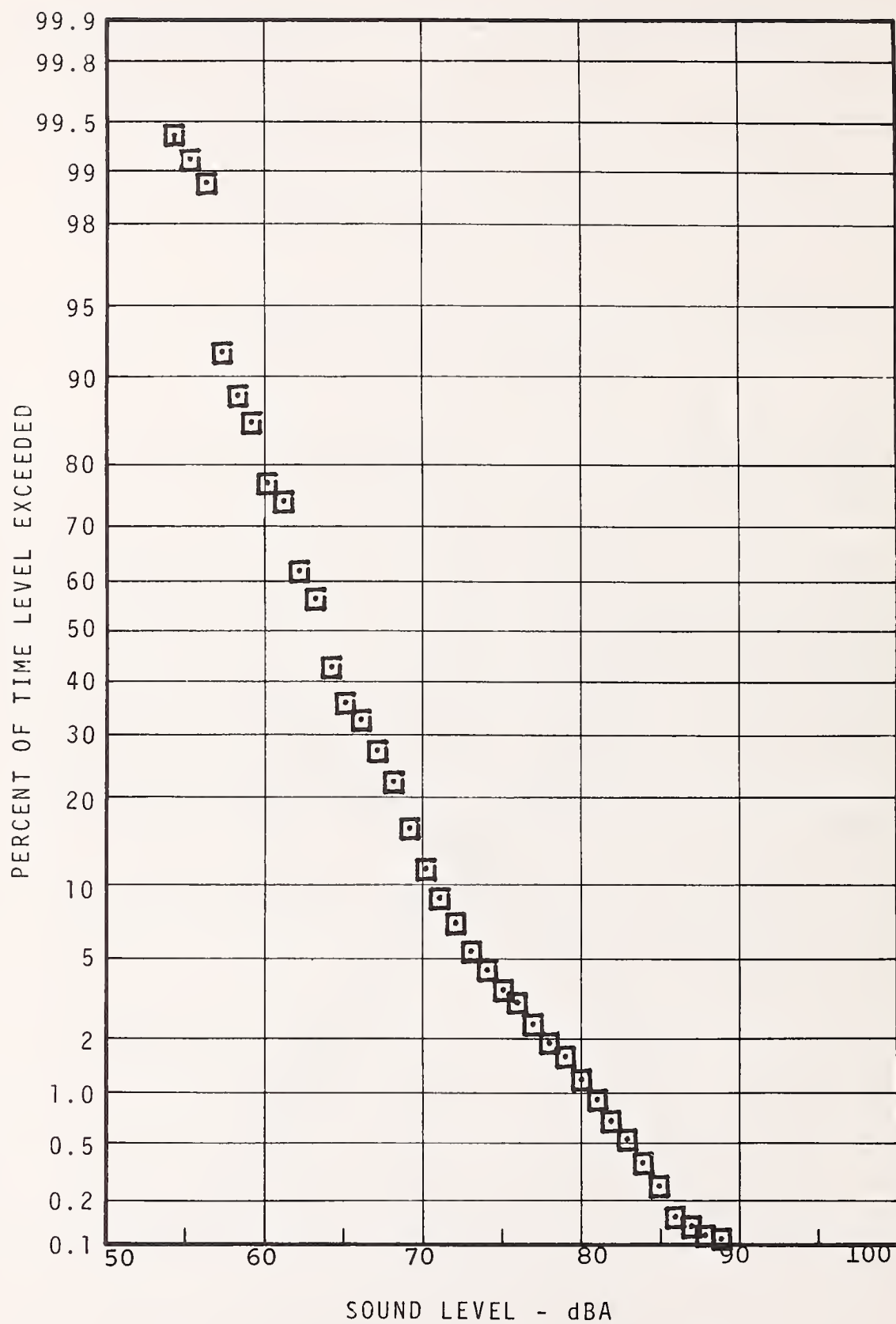


FIGURE 5.70. COLLINGSWOOD STATION PLATFORM
STATISTICAL DISTRIBUTION - CENTER
NIGHT.

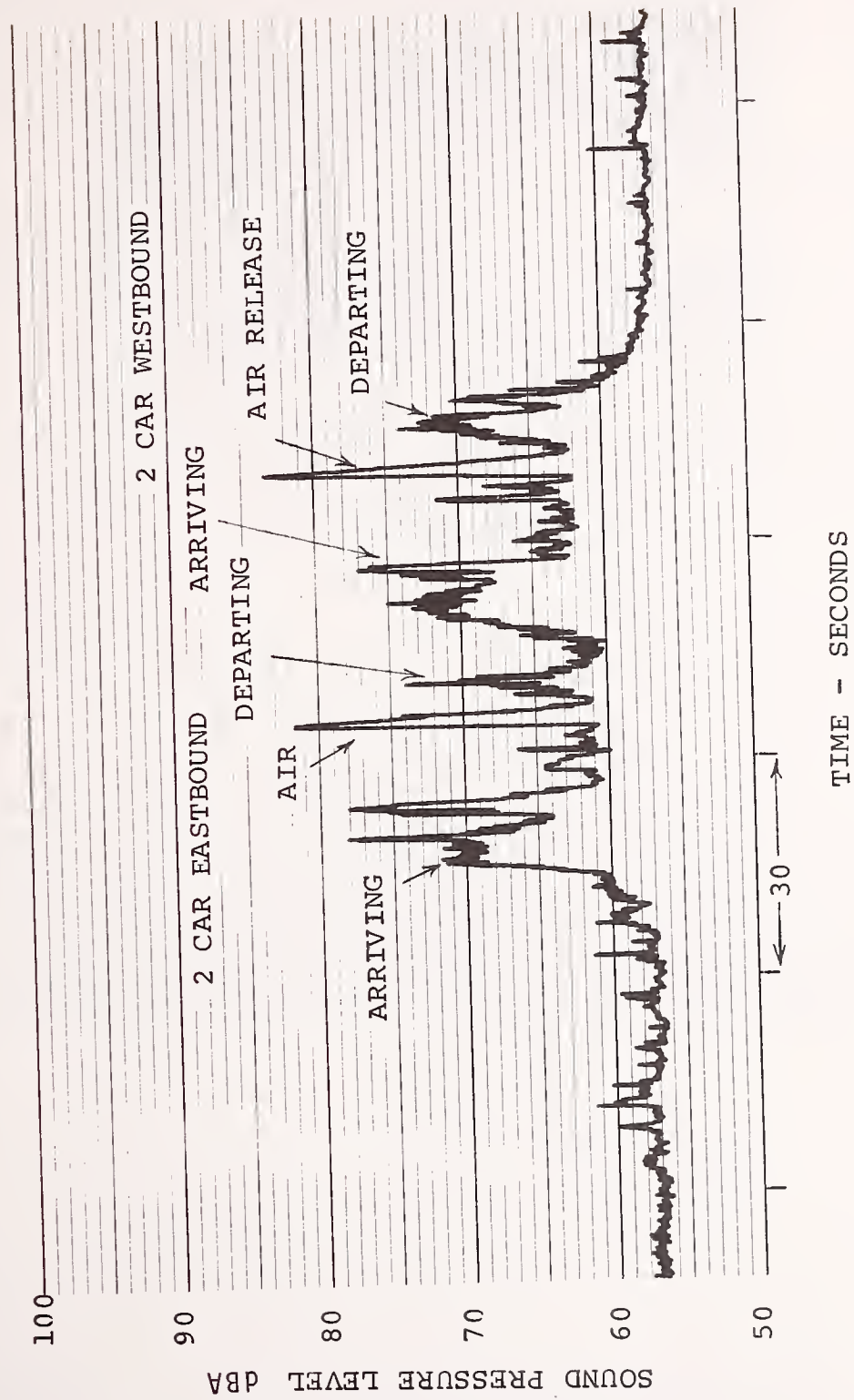


FIGURE 5.71. TYPICAL TIME HISTORY, COLLINGSWOOD STATION

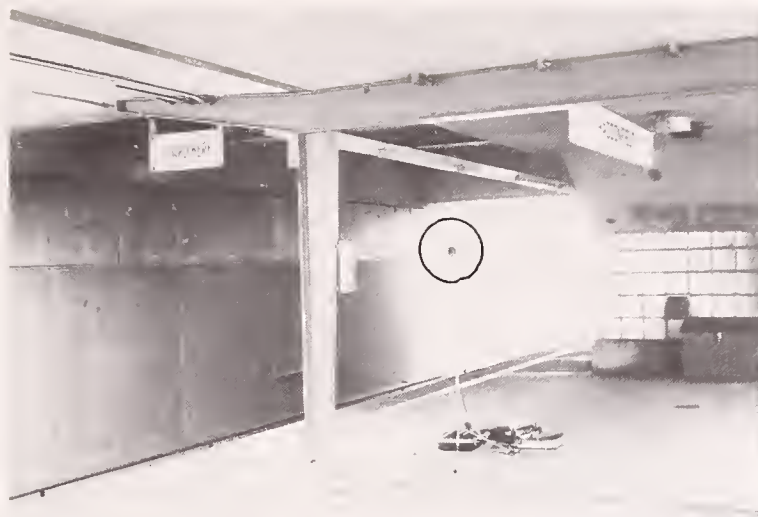
HADDONFIELD STATION

STATION DESCRIPTION (see Figure 5.72)

Haddonfield is an island platform station located in a cutting through the town. The tracks are approximately 15 ft. below grade. On the north side of the transit tracks and immediately adjacent to them is a single track right-of-way of the Pennsylvania Reading Seashore Lines. This track is depressed approximately ten ft. below PATCO track level. The sidewalls of the cut are vertical concrete. There are a number of vehicle overpasses at street grade. At street level there is parking on both sides of the track, with residential homes on the south and primarily commercial and business establishments on the north side. Patrons enter and exit by stairway at the center of the platform to an overhead waiting room and ticket area.

NOISE CLIMATE (see Table 5.13, Figures 5.73 - 5.77)

The noise of an approaching train can be heard for several hundred feet on both sides of the station platform, since car noise is propagated through the concrete channel by reflected waves. Even trains which are out of sight due to curves in the cut are audible before they can be seen. With no trains in the area, the background level is determined largely by a "Dial-a-Ride" bus which idles at street grade. Other sources in the ambient are children's voices, street traffic, church bells, and aircraft flyover noise.



CENTER OF TRAIN

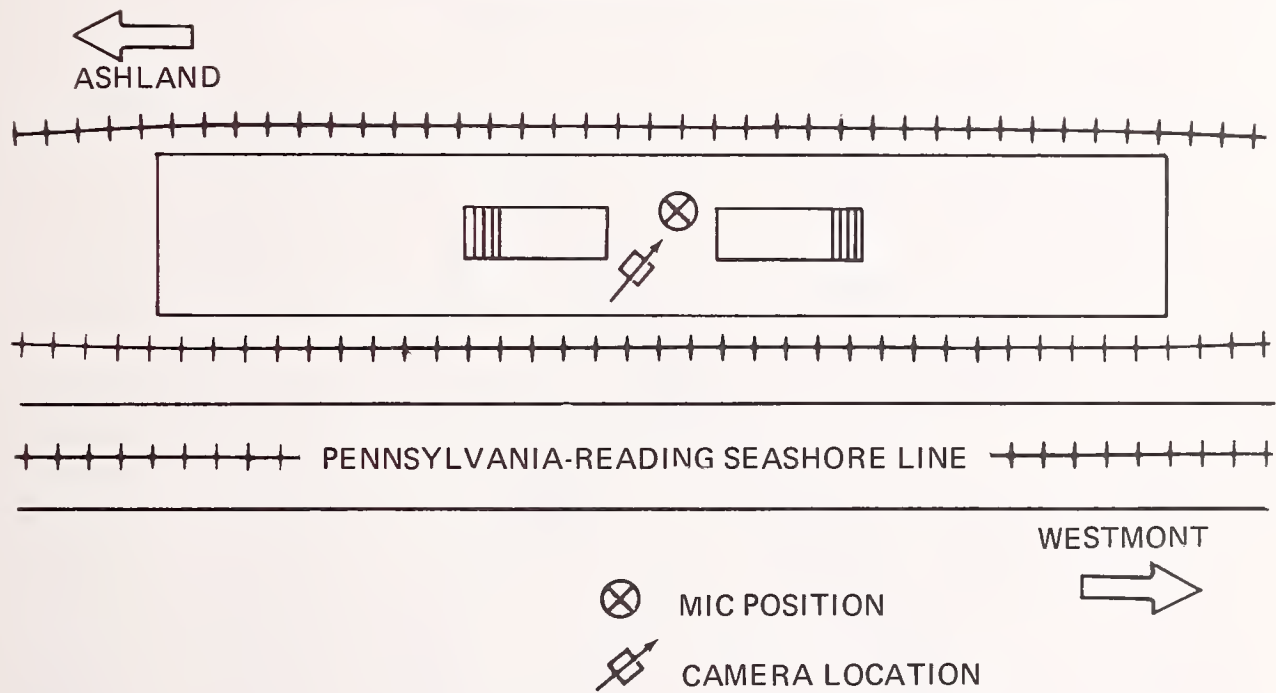


FIGURE 5.72. HADDONFIELD STATION PLATFORM IN CUT

TABLE 5.13. SUMMARY OF MEASUREMENT RESULTS FOR 30-MINUTE SAMPLE,
STATION NOISE - PATCO-HADDONFIELD
CAR TYPE: BUDD

TIME	MIC POSITION	SAMPLE TIME	TRAIN CONDITIONS	UNITS	AVG MAX LEVEL			AVG LR		CUMULATIVE AMPLITUDE DISTRIBUTION					Leq		
					a)	NEAR	EAST	WEST	NEAR	WEST	L99	L90	L50	L10		L1	
DAY	Center of stopped train	30 min.	ARRIVAL	b)N	4-2	5-2											
				dBA	82	77		4-2	87	5-2							
				c)S	4.02	4.67		2.04	1.08								
				N	4-2	5-2		4-2	5-2								
				dBA	81	75		87	83								
RUSH	Center of stopped train	30 min.	DEPARTURE	S	4.55	2.41		1.65	2.41								
				dBA													
EVENING	Center of stopped train	30 min.	ARRIVAL AND DEPARTURE	dBA													
NIGHT	Center of stopped train	30 min.		dBA													

Notes: a - Track
b - Number of Trains -(e.g.: 4-2 means four 2-car trains)
c - Standard Deviation of Level

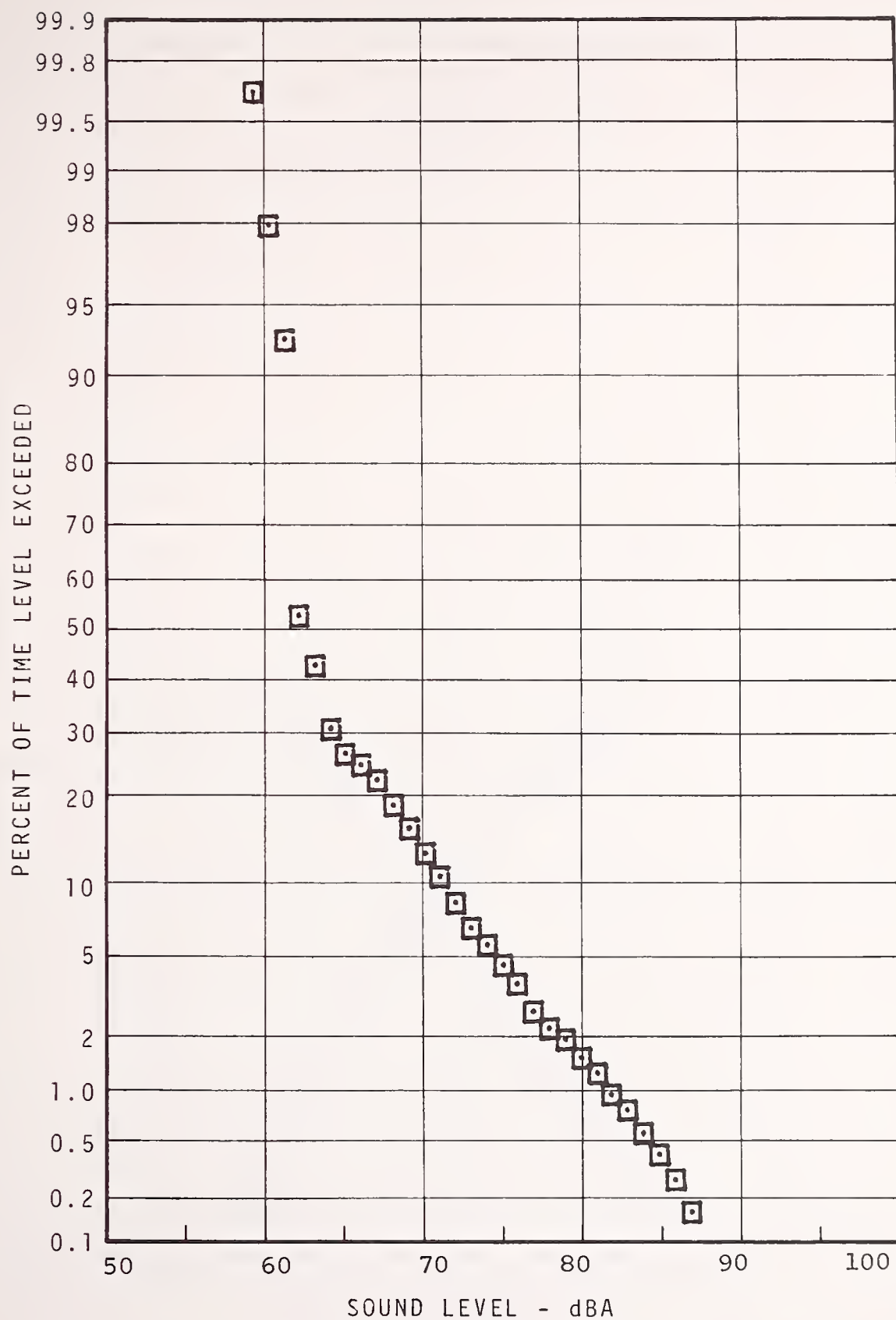


FIGURE 5.73. HADDONFIELD STATION PLATFORM
STATISTICAL DISTRIBUTION - CENTER -
DAYTIME.

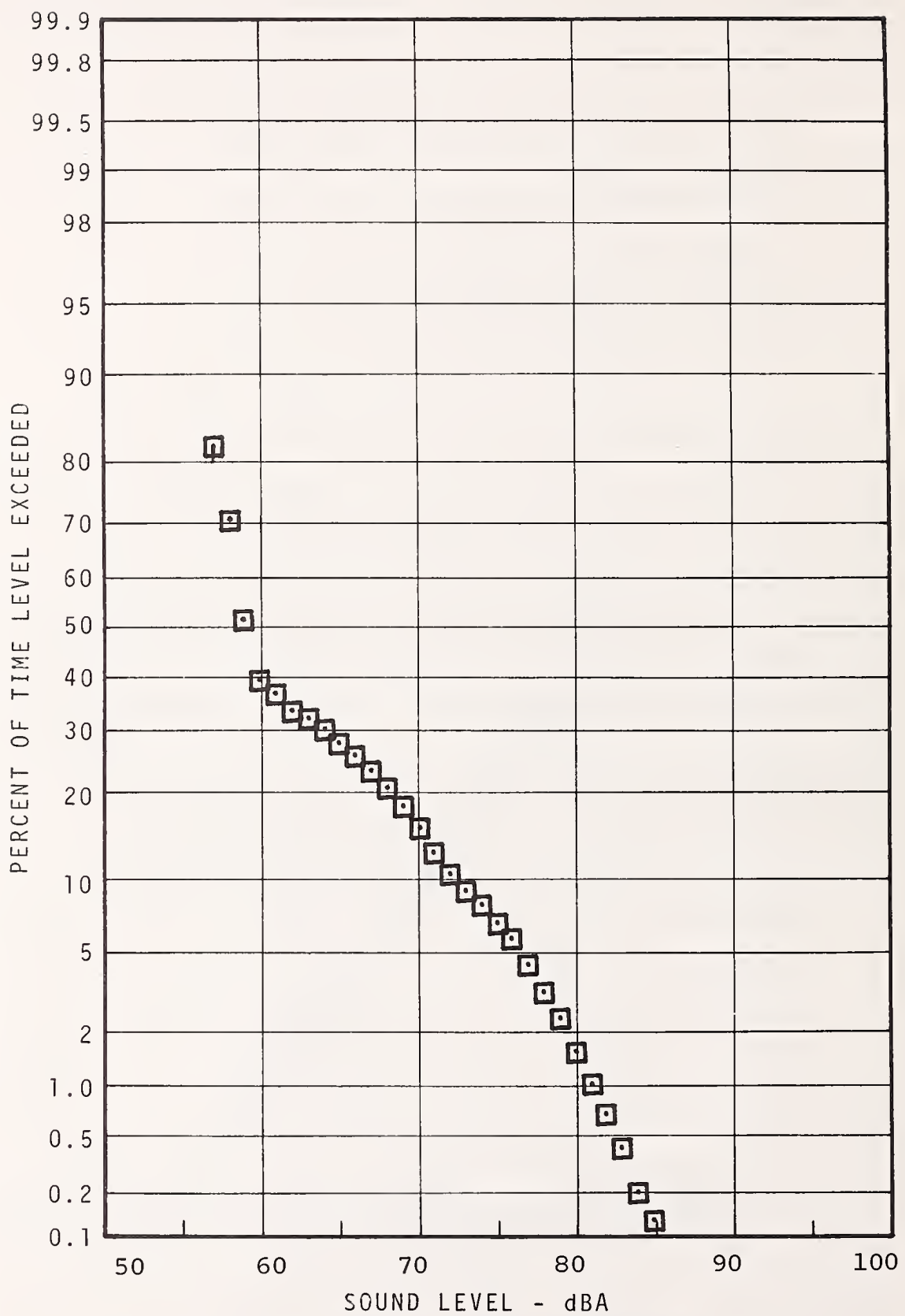


FIGURE 5.74. HADDONFIELD STATION PLATFORM
STATISTICAL DISTRIBUTION - CENTER -
RUSH HOUR.

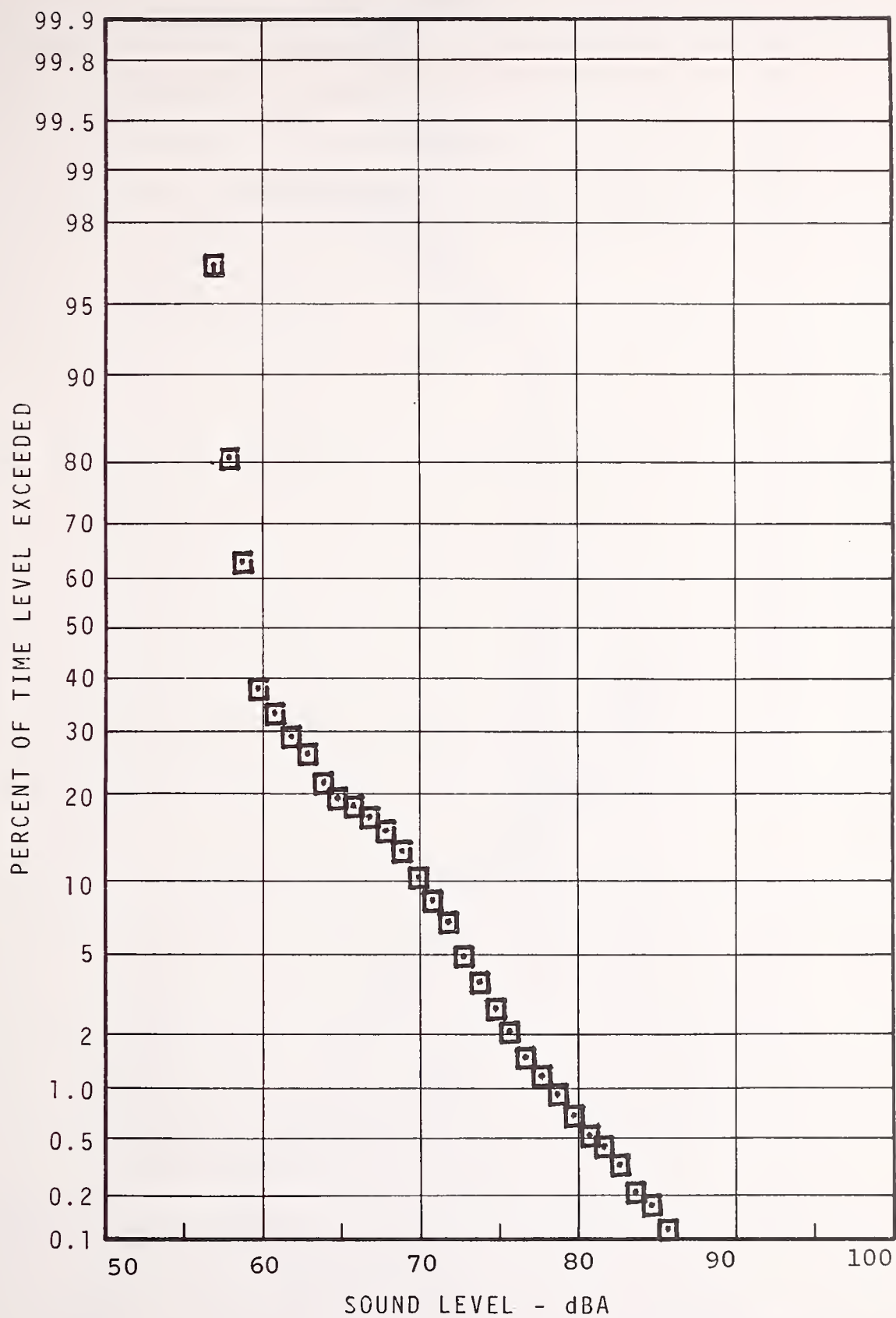


FIGURE 5.75. HADDONFIELD STATION PLATFORM
STATISTICAL DISTRIBUTION - CENTER-
EVENING.

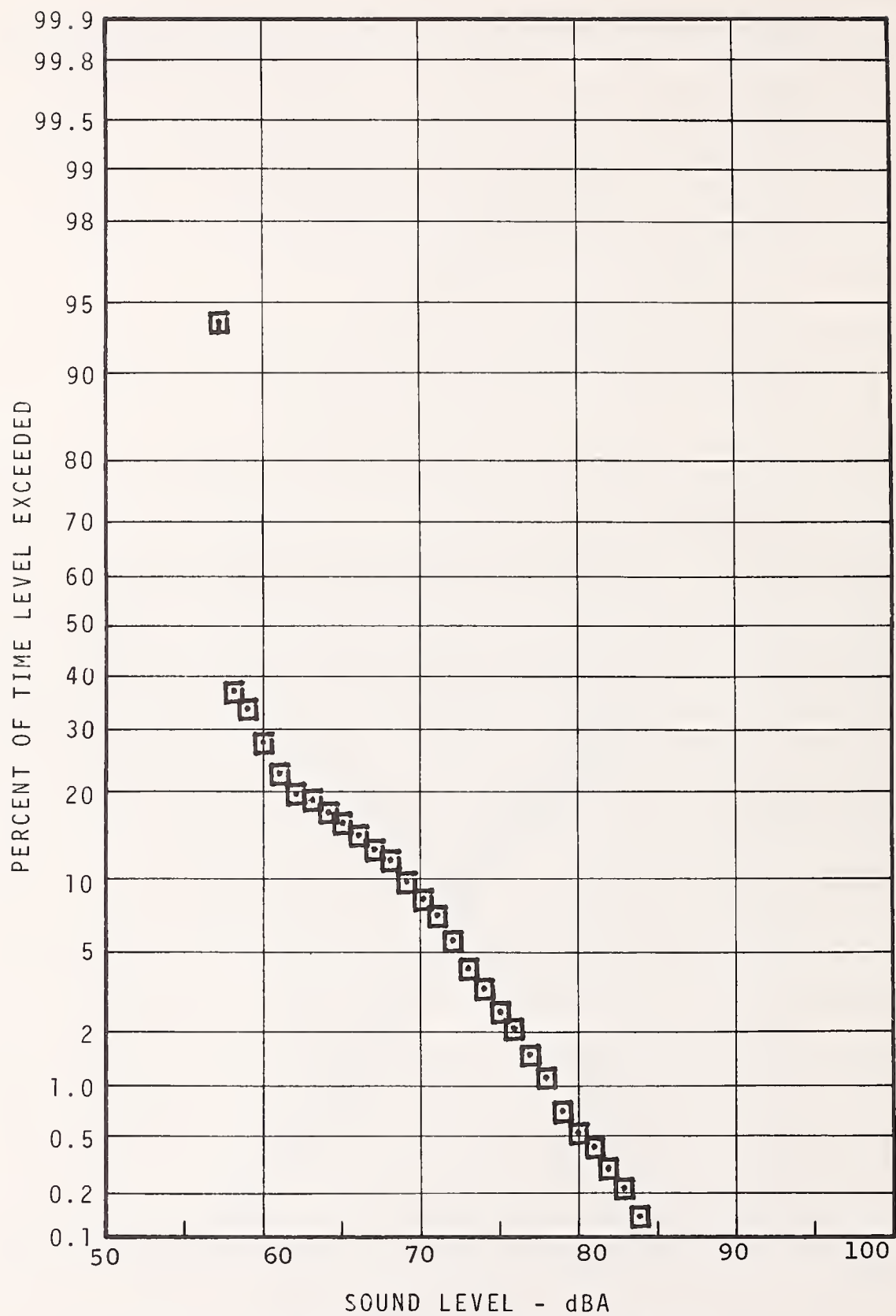


FIGURE 5.76. HADDONFIELD STATION PLATFORM
STATISTICAL DISTRIBUTION - CENTER -
NIGHT.

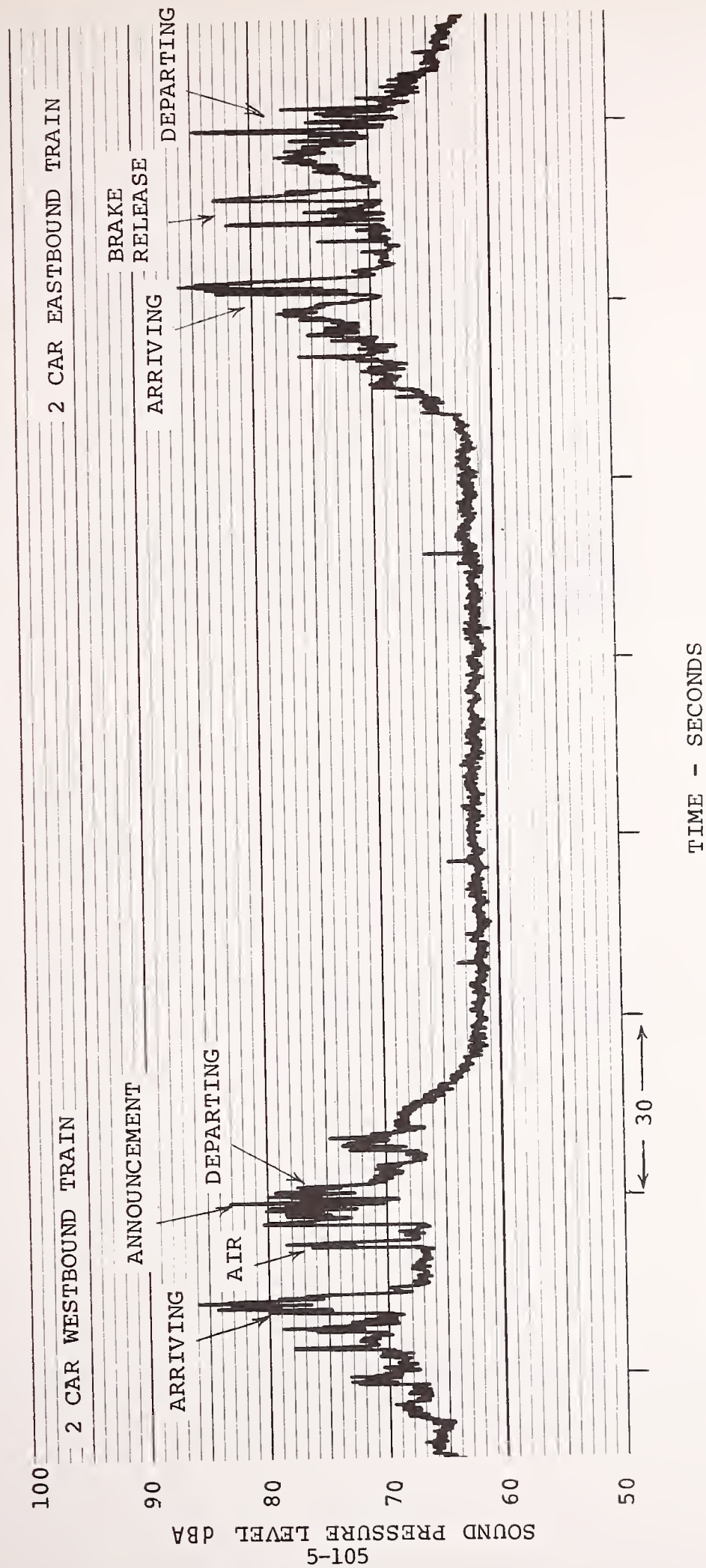


FIGURE 5.77. TYPICAL TIME HISTORY, HADDONFIELD STATION

15TH/16TH AND LOCUST STATION

STATION DESCRIPTION (see Figure 5.78)

The station at 15th/16th and Locust is underground terminus of the PATCO Line in Philadelphia. It is an island platform station with center stairways leading to an overhead mezzanine which is also below grade. Storage tracks and crossovers are located beyond the west end of the platform. The construction of the station is concrete with ceramic tiles used on sides of the stairways.

NOISE CLIMATE (see Table 5.14, Figures 5.79 - 5.83)

As a train approaches and decelerates, the noise of the traction motor fans is an identifying feature of the acoustic signature in the station. Stopped trains display equipment blower and (depending on the season) air conditioner cooling fan and blower noise. This undercar equipment noise is also audible at the mezzanine level. As the car departs there is some squeal as brakes are released. With no cars in the station, ventilator fan noise can be heard at the west end of the platform, although there is generally a train in the station awaiting departure which masks this noise. The drainage of an underground stream is a continuous noise of low level also audible when a train is not present.



CENTER OF TRAIN

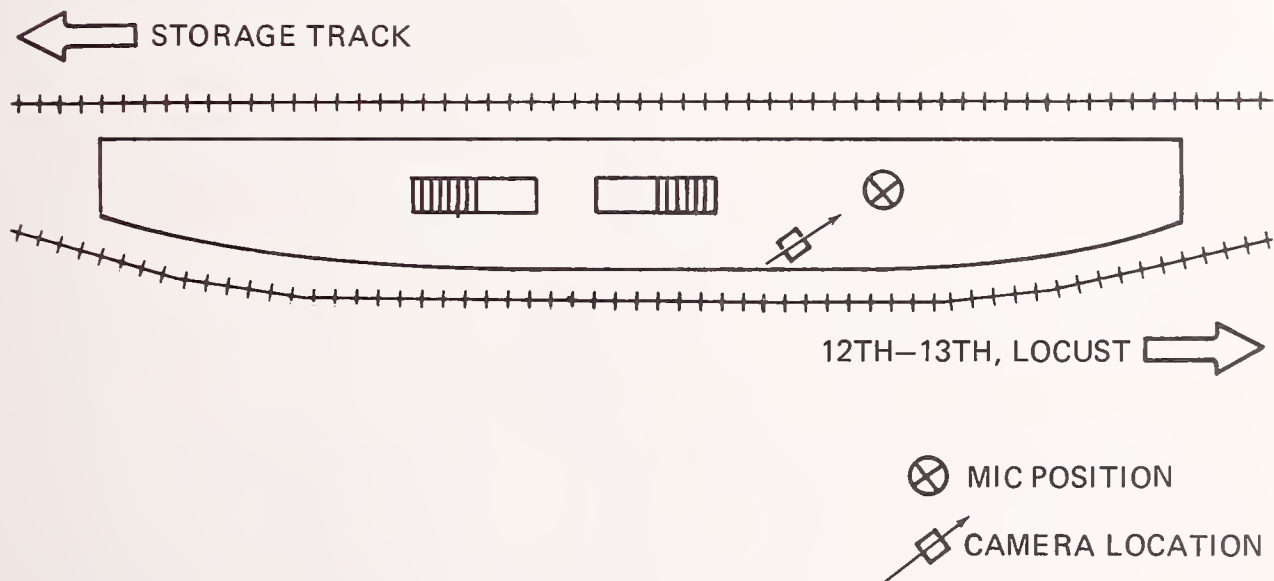


FIGURE 5.78. 15TH/16TH AND LOCUST SUBWAY STATION PLATFORM

TABLE 5.14. SUMMARY OF MEASUREMENT RESULTS FOR 30-MINUTE SAMPLE,
STATION NOISE - PATCO-15th-16th AND LOCUSTS STS.
CAR TYPE: BUDD

TIME	MIC POSITION	SAMPLE TIME	TRAIN CONDITIONS	UNITS	AVG MAX LEVEL			AVG LR			CUMULATIVE AMPLITUDE DISTRIBUTION					Leq
					a)WEST	NEAR	FAR	WEST	NEAR	FAR	L99	L90	L50	L10	L1	
DAY	Center of stopped train	30 min.	ARRIVAL	b)N	4-2	5-2		4-2	5-2							77
				dBA	88	86		96	95							
				c)S	2.40	2.95		1.72	2.75							
				N	4-2	5-2		4-2	5-2							
				dBA	82	86		91	95							
RUSH	Center of stopped train	30 min.	ARRIVAL AND DEPARTURE	S	1.32	1.56		1.43	0.87							
				dBA												
EVENING	Center of stopped train	30 min.	ARRIVAL AND DEPARTURE	dBA												
NIGHT	Center of stopped train	30 min.	ARRIVAL AND DEPARTURE	dBA												
Notes: a - Track b - Number of Trains -(e.g.: 4-2 means four 2-car trains) c - Standard Deviation of Level																

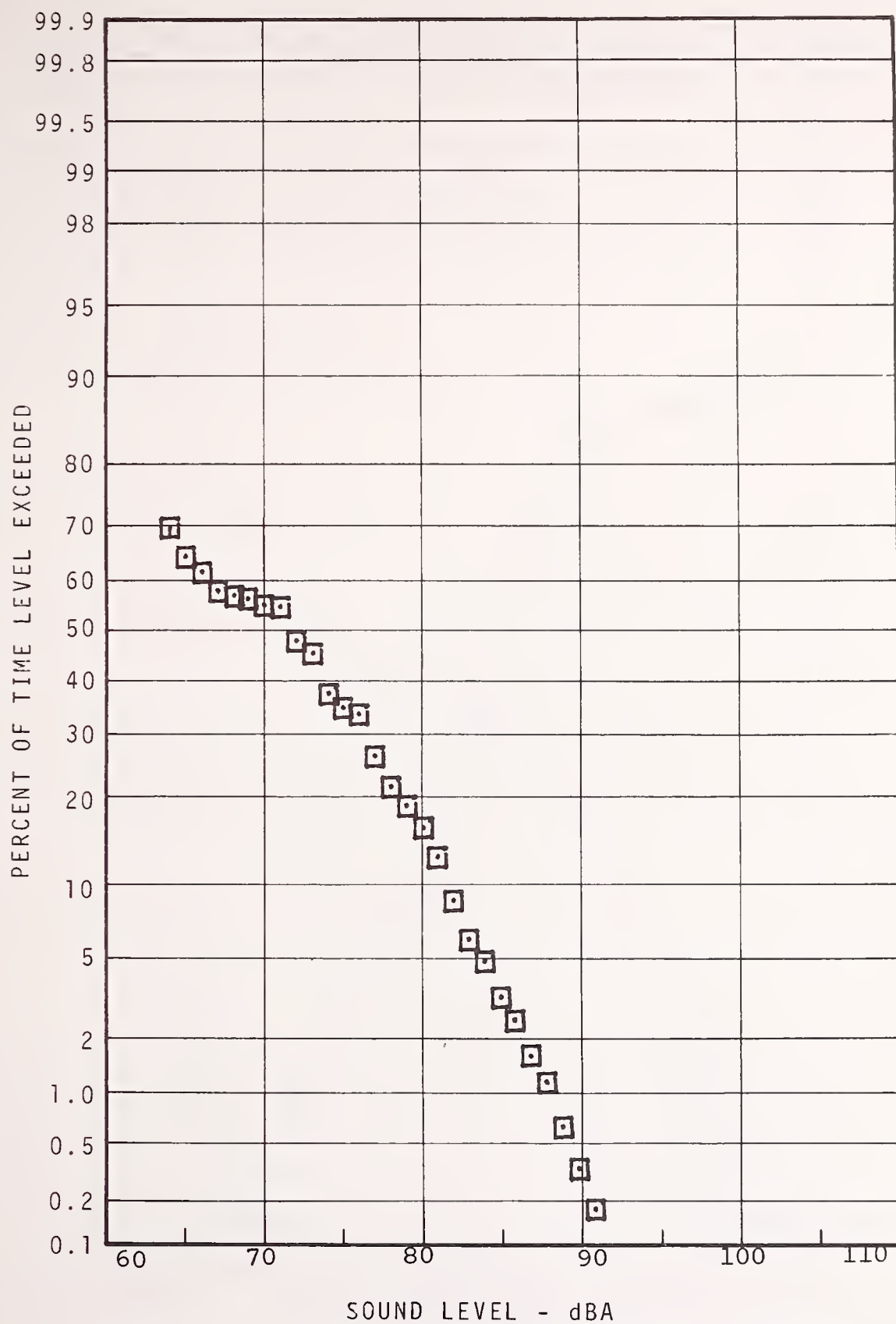


FIGURE 5.79. 15th - 16th AND LOCUST STS. STATION
PLATFORM STATISTICAL DISTRIBUTION - CENTER -
DAYTIME

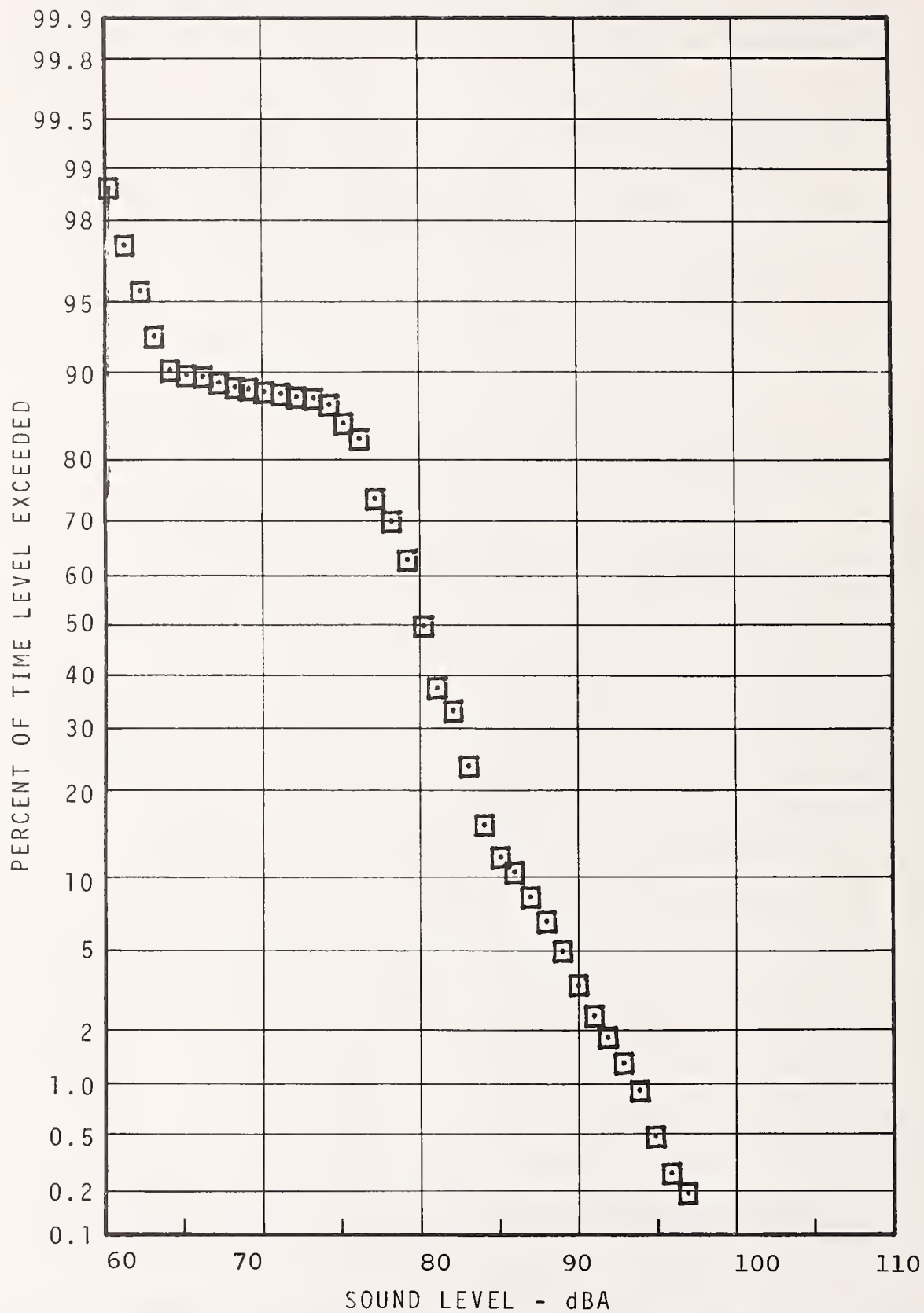


FIGURE 5.80. 15TH - 16TH AND LOCUST STS. STATION
PLATFORM STATISTICAL DISTRIBUTION - CENTER -
RUSH HOUR.

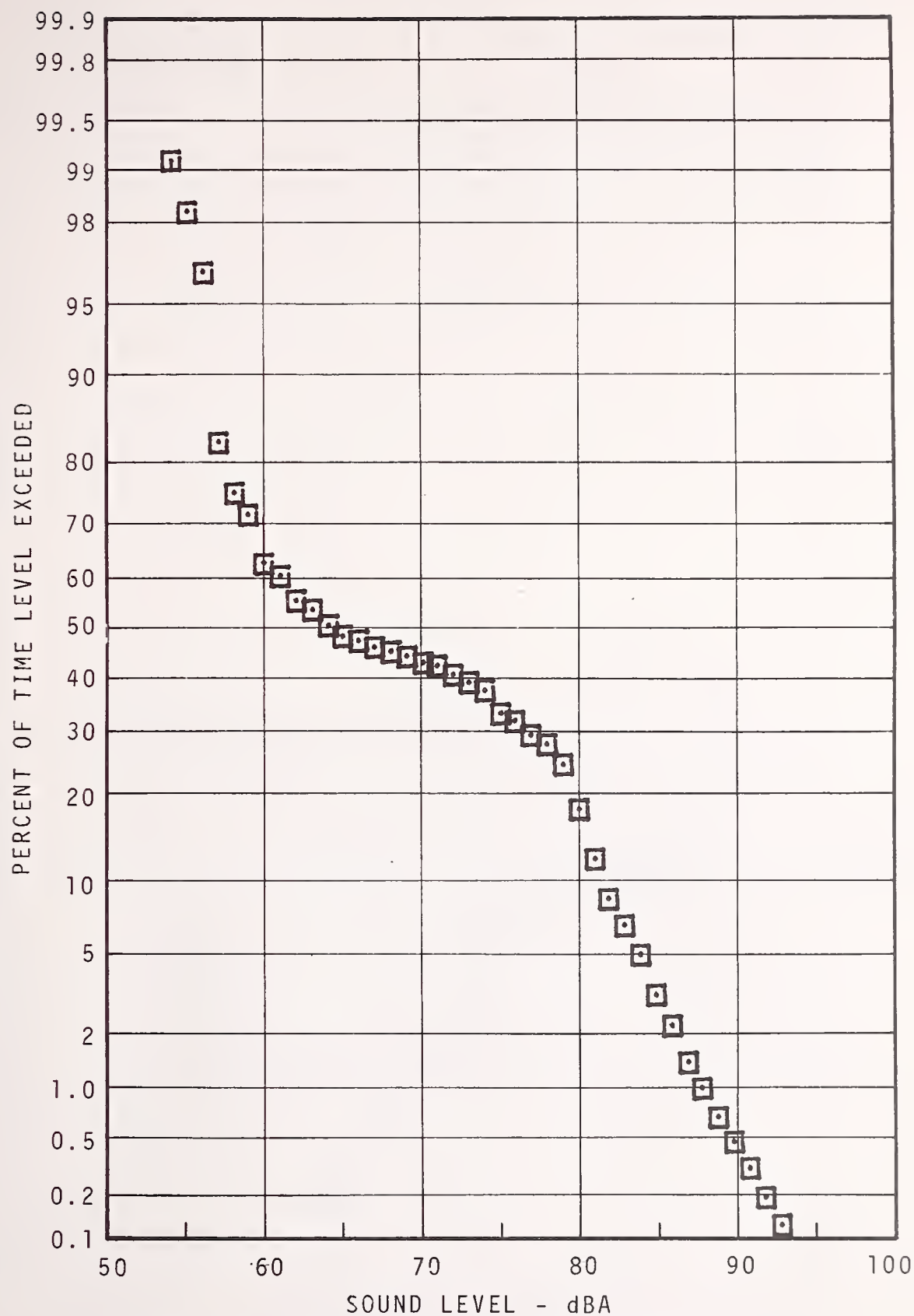


FIGURE 5.81. 15TH - 16TH AND LOCUST STS. STATION
PLATFORM STATISTICAL DISTRIBUTION - CENTER -
EVENING.

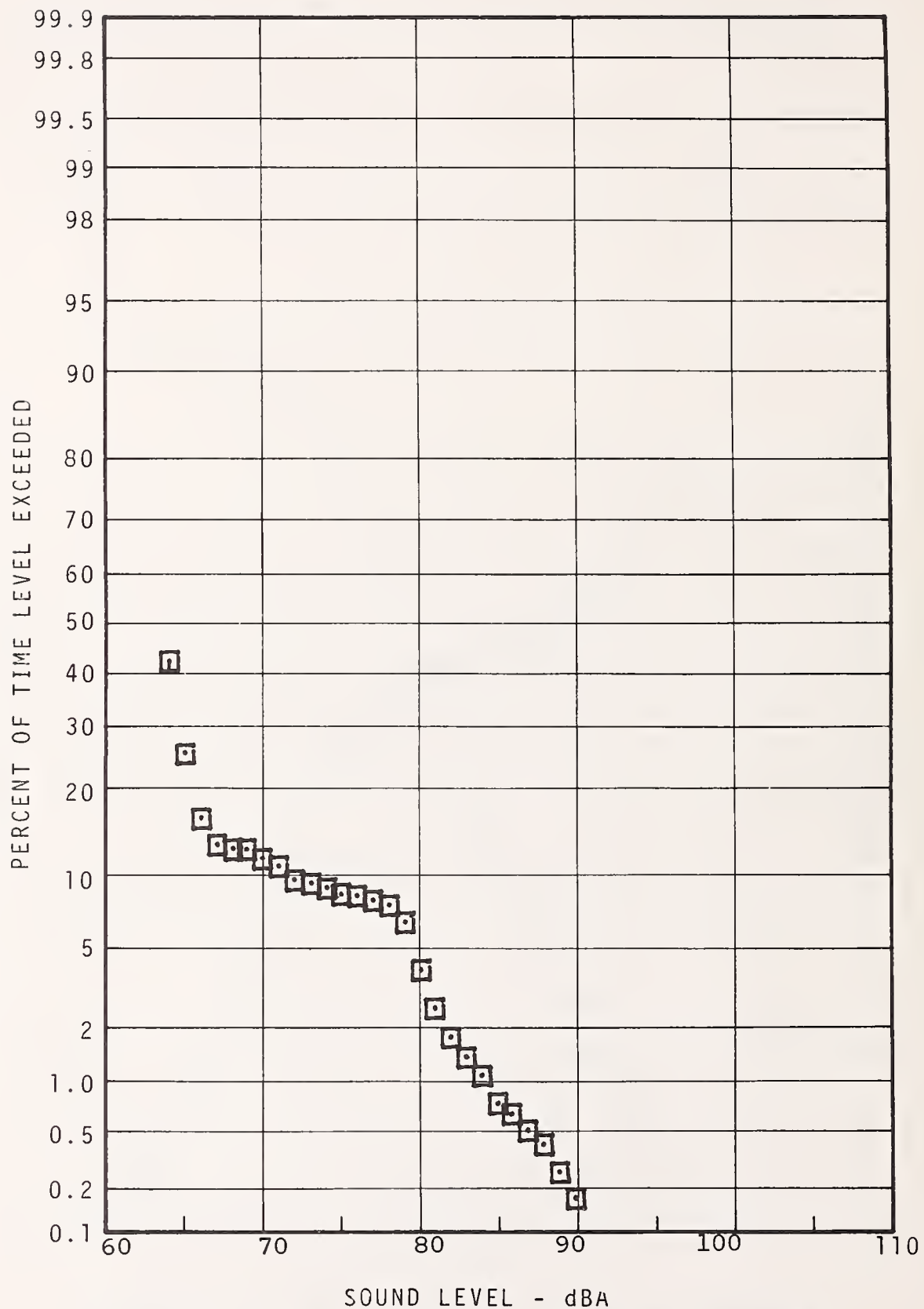


FIGURE 5.82. 15TH - 16TH AND LOCUST STS. STATION
PLATFORM STATISTICAL DISTRIBUTION - CENTER -
NIGHT.

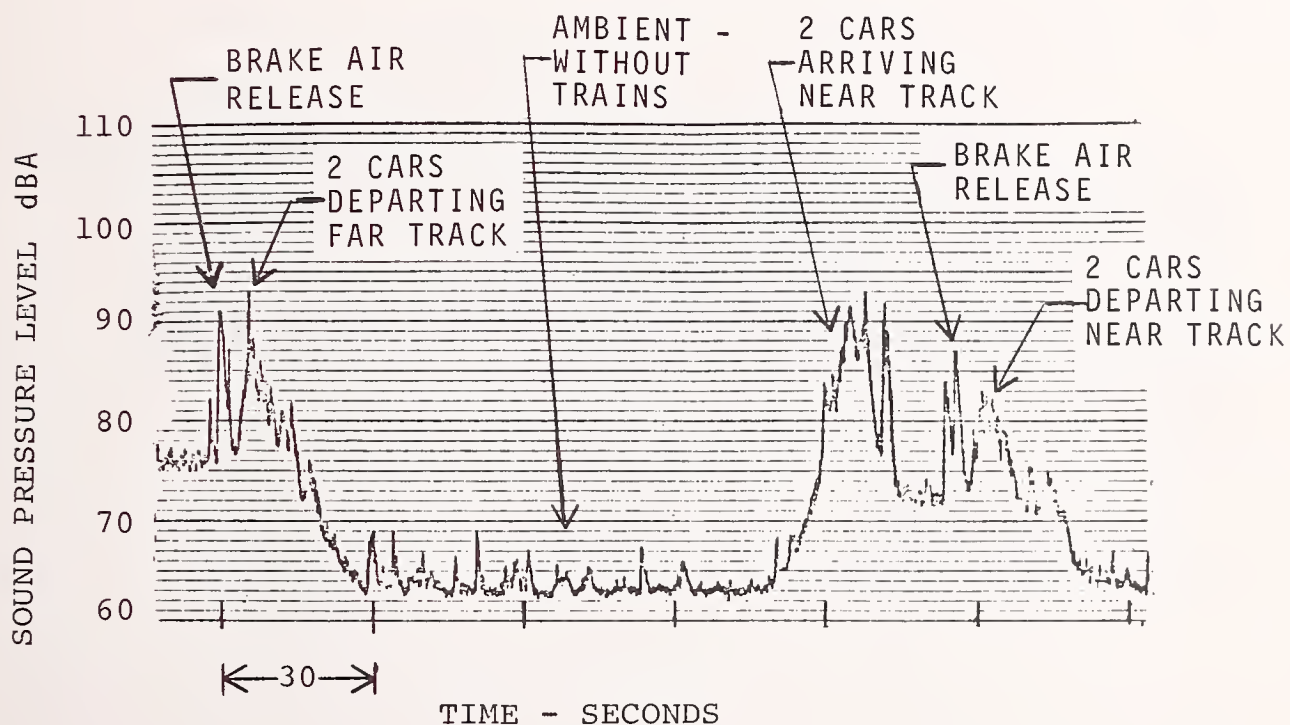
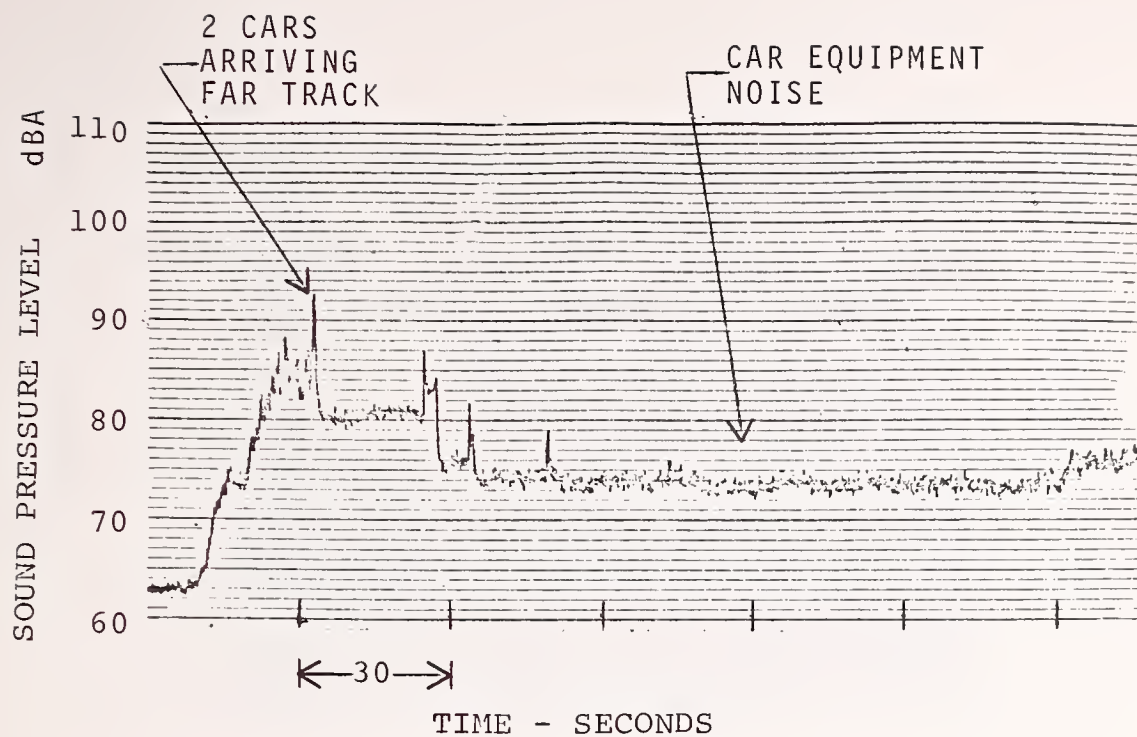


FIGURE 5.83. TYPICAL NOISE TIME HISTORY, 15-16 ST
TERMINAL, CENTER PLATFORM

9TH/10TH AND LOCUST STATION

STATION DESCRIPTION (see Figure 5.84)

The station at 9th/10th and Locust is a typical underground station on the PATCO Line. It is an island platform station similar in construction to 15th/16th Street. Stairways in the center exit to a mezzanine level. As with all stations on the Philadelphia side, the platforms are elevated on piers. In certain regions above the track and platform, there are steel grates open to the mezzanine area. This venting leads indirectly to the street level. The automatic ticketing area is located on the mezzanine level.

NOISE CLIMATE (see Table 5.15, Figures 5.85 - 5.87)

The noise climate at 9th and 10th Street Station is, in many respects, similar to that of 15th and 16th Street. However, unlike 15th/16th, where trains arrive only from the east (it is the western terminal), 9th and 10th Street Station has trains arriving and departing both eastbound and westbound. There are longer periods with no trains present than is true for 15th/16th. On the mezzanine above platform level, both train noise from below and vehicular traffic noise from street level are audible.

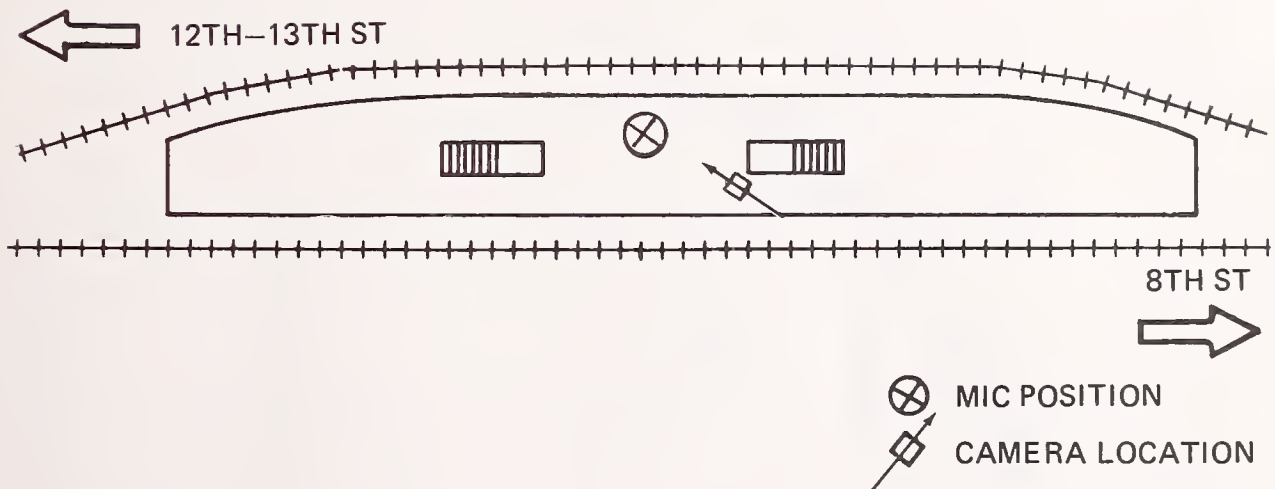
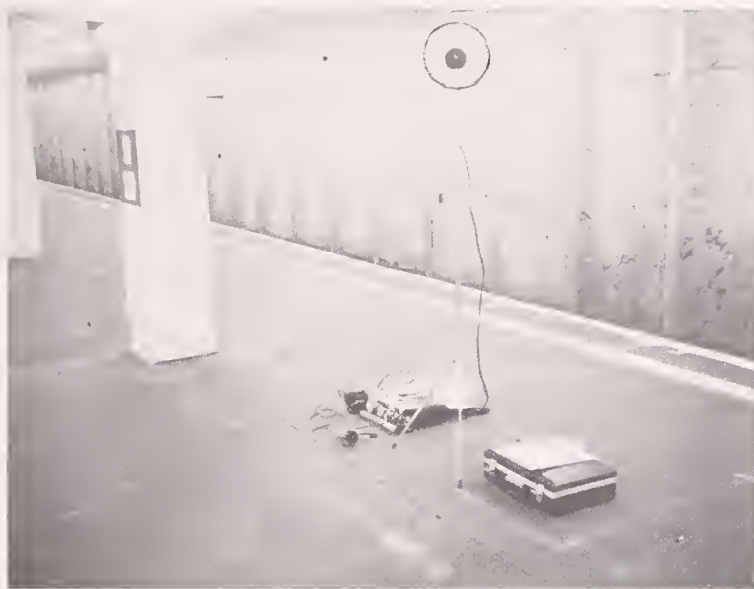


FIGURE 5.84. 9TH-10TH STREET SUBWAY STATION PLATFORM

TABLE 5.15. SUMMARY OF MEASUREMENT RESULTS FOR 30-MINUTE SAMPLE,
STATION NOISE - PATCO-9th-10th STS.
CAR TYPE: BUDD

TIME	MIC POSITION	SAMPLE TIME	TRAIN CONDITIONS	UNITS	AVG MAX LEVEL			AVG LR			CUMULATIVE AMPLITUDE DISTRIBUTION					Leq
					NEAR	WEST	EAST	NEAR	WEST	EAST	L99	L90	L50	L10	L1	
DAY	Center of stopped train	30 min.	ARRIVAL	b)N	5-2	4-2	4-2	5-2	4-2	4-2						
				dBA	88	90	96	96	98	98						
				c)S	1.80	0.75	1.98	1.98	1.02	1.02						
			DEPARTURE	N	5-2	4-2	4-2	5-2	4-2	4-2	57	58	63	83	91	79
				dBA	89	90	90	98	96	96						
RUSH	Center of stopped train	30 min.	ARRIVAL AND DEPARTURE	dBA	3.49	2.35	3.25	3.25	1.56	1.56	58	60	63	86	94	83
Notes: a - Track b - Number of Trains -(e.g.: 4-2 means four 2-car trains) c - Standard Deviation of Level																

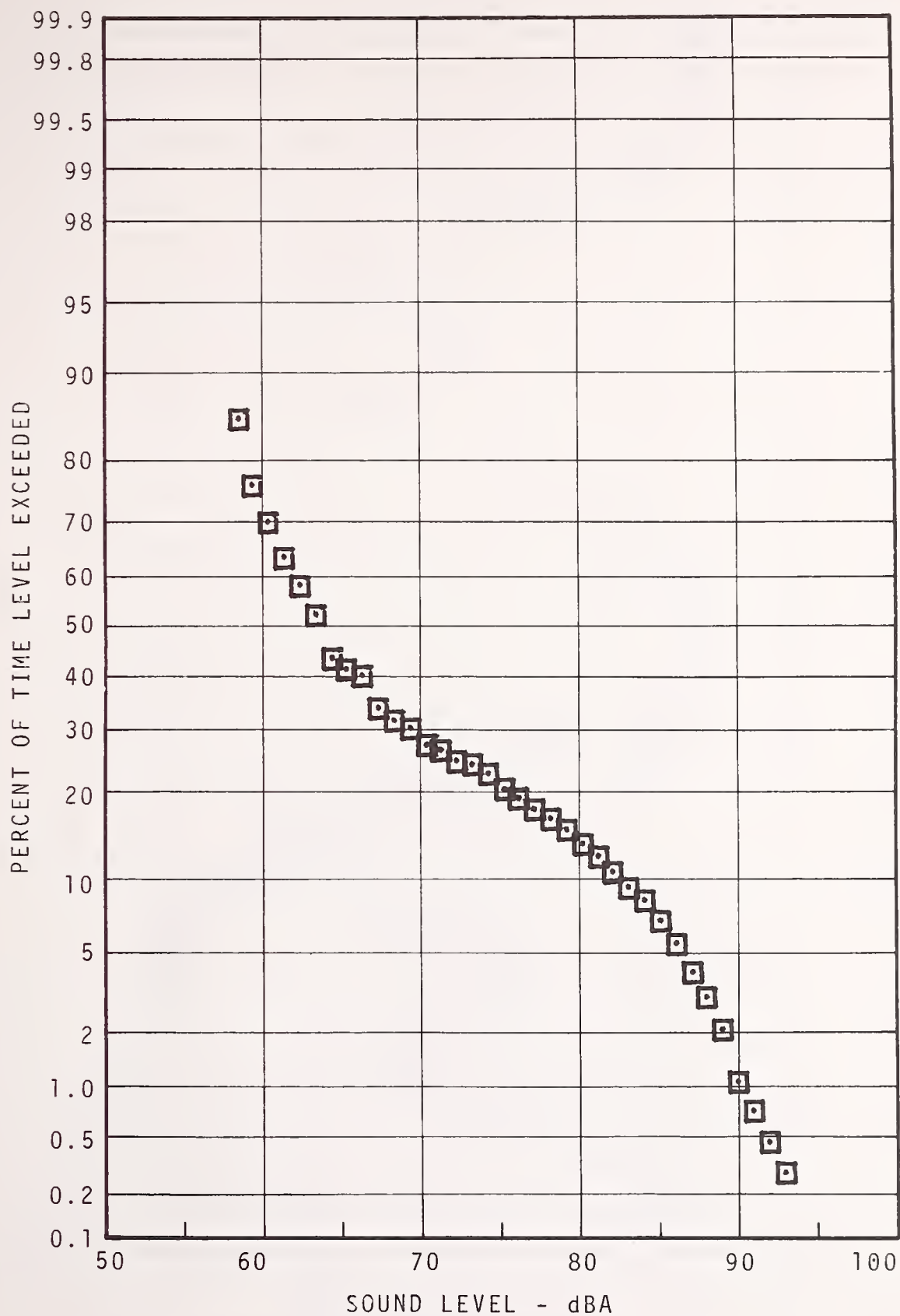


FIGURE 5.85. 9TH - 10TH STS. STATION PLATFORM
STATISTICAL DISTRIBUTION - CENTER, -
DAYTIME

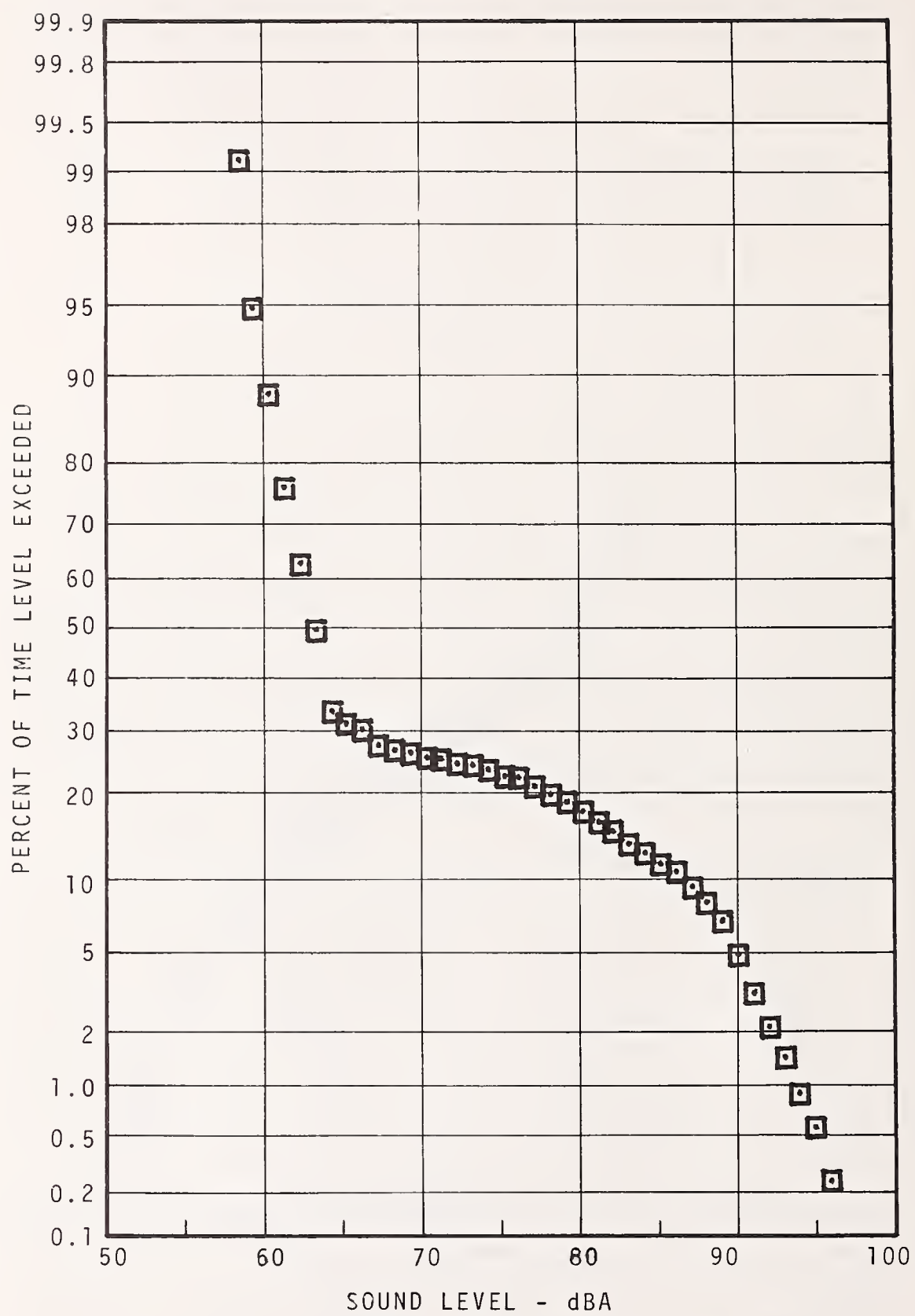


FIGURE 5.86. 9TH - 10TH STS. STATION PLATFORM
STATISTICAL DISTRIBUTION - CENTER -
RUSH HOUR

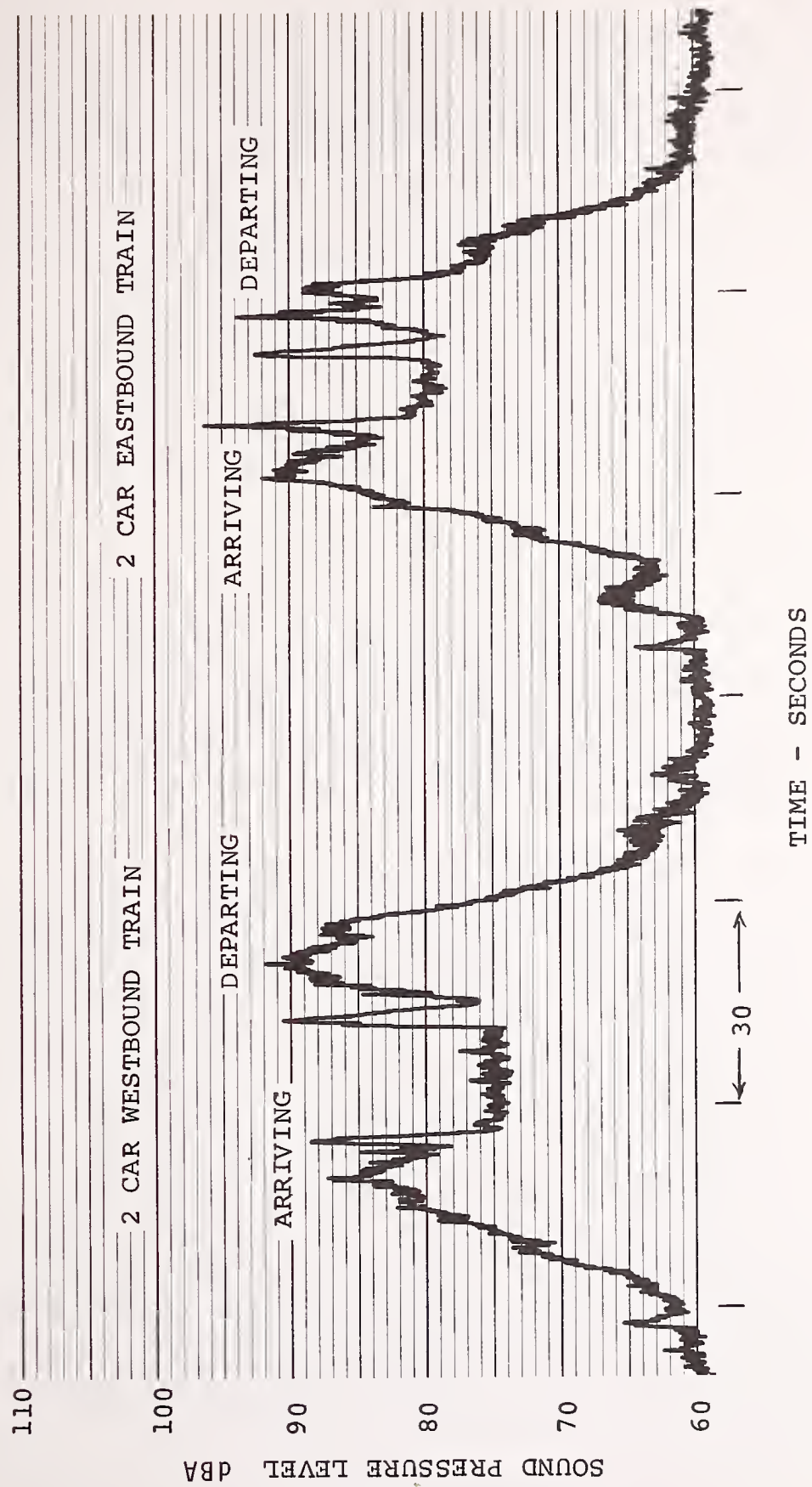


FIGURE 5.87. TYPICAL TIME HISTORY, 9TH-10TH & LOCUST, STATION

5.2.3 Vehicle Interior

The in-car surveys were conducted on the PATCO Line according to the general measurement methodology outlined previously. Single and double cars were surveyed headed east-and-west bound.

A complete round trip was made in November 1974 on each of the two types of cars in service on the High Speed Line. An eastbound trip was made on car S (for single)-105, followed by a west-bound trip on car number S-120. Several days later, a noise survey was conducted on car number D (for double)-205 going west, followed by an east-bound trip on car D-227. Instrumentation problems with the microphone recording the motorman's environment on car D-205 caused a repeat to be made for this data on Car D-228, again heading west.

Car Description - Budd Car (see Figure 5.88)

Single cars differ from double car types in that each single car carries its own motor-generator and air-compressor, whereas a double car, which is part of a married pair, carries either a motor-generator or an air-compressor. In addition, single cars, which can be operated as a one-car train, have a motorman's cab and controls at each end of the car, whereas each of the double cars have only one cab and control position.

All cars are provided with air-conditioning and heating systems, and air spring suspension for a generally smooth and quiet ride. A public address system in the cars is used to announce upcoming station stops. All cars are equipped with two sets of bi-parting sliding doors in each side and swinging end doors in both ends. The car floor construction from bottom to top is as follows: stainless steel pan, insulating material applied as a coating to the inside of the pan, an airspace and plymetal flooring. On the car interior the floor is covered with vinyl tile. The operator's compartment is located in the left front corner of the car. It has an enclosure from the floor to the bottom of the windows and a low glass panel behind the operator's head and shoulders. Passenger seats are upholstered with high resiliency polyurethane foam. Air is continuously recirculated and replaced from the outside throughout the car from air ducts running the length of the car in the ceiling colinear with the fluorescent lighting. Wheel slip-slide protection and good wheel maintenance result in low wheel rail noise levels due to the absence of wheel flats.

Noise Climate (see Table 5.16, Figures 5.89 - 5.97)

The subjective impression of an observer is that the interior of the Budd vehicle is quiet, even at high speeds. The predominant noise is due to the propulsion system motor fan whine. Wheel/rail noise is low except when passing over insulating joints of track or track-crossovers. Occasionally, in high speed operation (75 mph), a low frequency boom, or rumble and some door rattling is associated with the passing of a train going at high speed in the opposite direction on adjacent track.

When the car is stopped at a station with the doors open, the noise of the motor generator fans and/or the air compressor on the car is audible. Also audible is the air-conditioning system cooling fan noise.

Additional audible noises occur primarily in the Camden and Philadelphia vicinity of the tracks. Here the noise level changes level and character each time an underground section is encountered. Squeal noise is audible at each end of the Benjamin Franklin Bridge in curves and at other underground curves at Broadway, Franklin Square (not in use), 8th and Market, and 9th and 10th Street Stations. Prior to approach to an underground curve the train horn is sounded for safety reasons. It is also sounded prior to approach to an underground station if no stop is to be made.



CENTER OF CAR



OPERATOR'S LOCATION

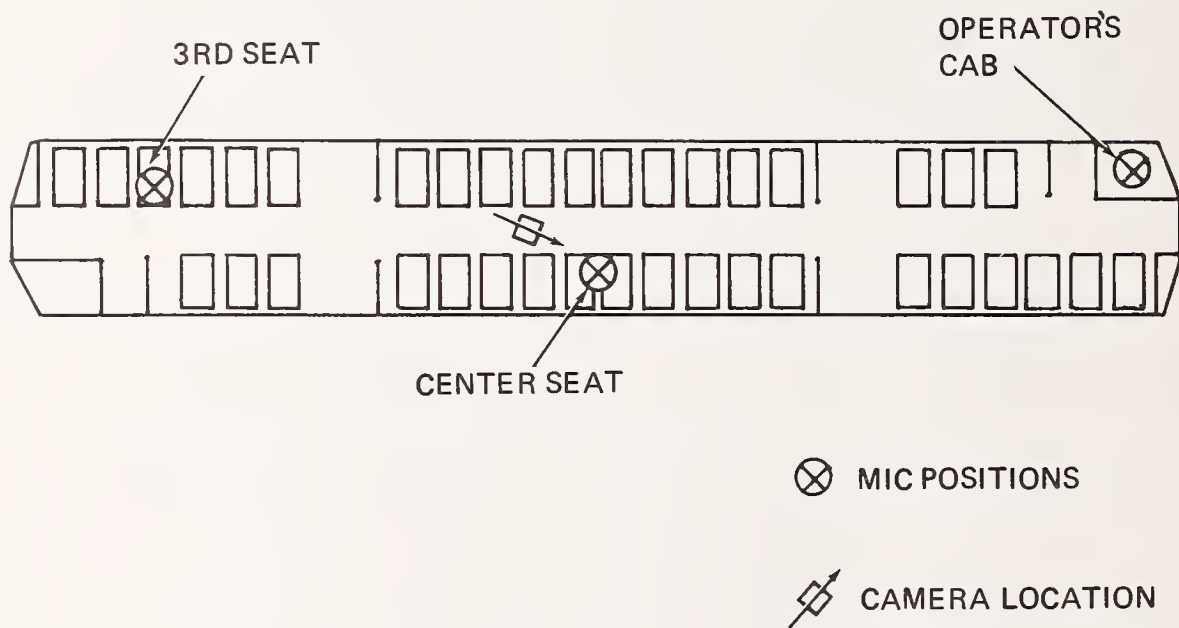


FIGURE 5.88. IN-CAR MEASUREMENT LOCATIONS, PATCO BUDD CAR - SINGLE CAR

TABLE 5.16 SUMMARY OF MEASUREMENT RESULTS FOR 1960 BUDD CARS -
INTERIOR NOISE LEVELS

CAR TYPE	MIC POSITION	SAMPLE TIME	TRAIN HEADING	UNITS	AVG MAX LEVEL		AVG LR		CUMULATIVE AMPLITUDE DISTRIBUTION					Leq
					NEAR	FAR	NEAR	FAR	L99	L90	L50	L10	L1	
Single	Center	25 Min.	East	dB(A)					64	66	71	76	81	73
	Truck			dB(A)					66	68	73	79	84	75
	Center	27 Min.	West	dB(A)					73	74	80	87	93	83
	Truck			dB(A)					75	76	84	91	95	87
	Center	24 Min.	East	dB(A)					73	74	80	85	92	82
	Truck			dB(A)					75	77	82	88	92	84
Double	Center	26 Min.	West	dB(A)					63	65	71	76	82	73
	Truck			dB(A)					55	56	62	68	73	64

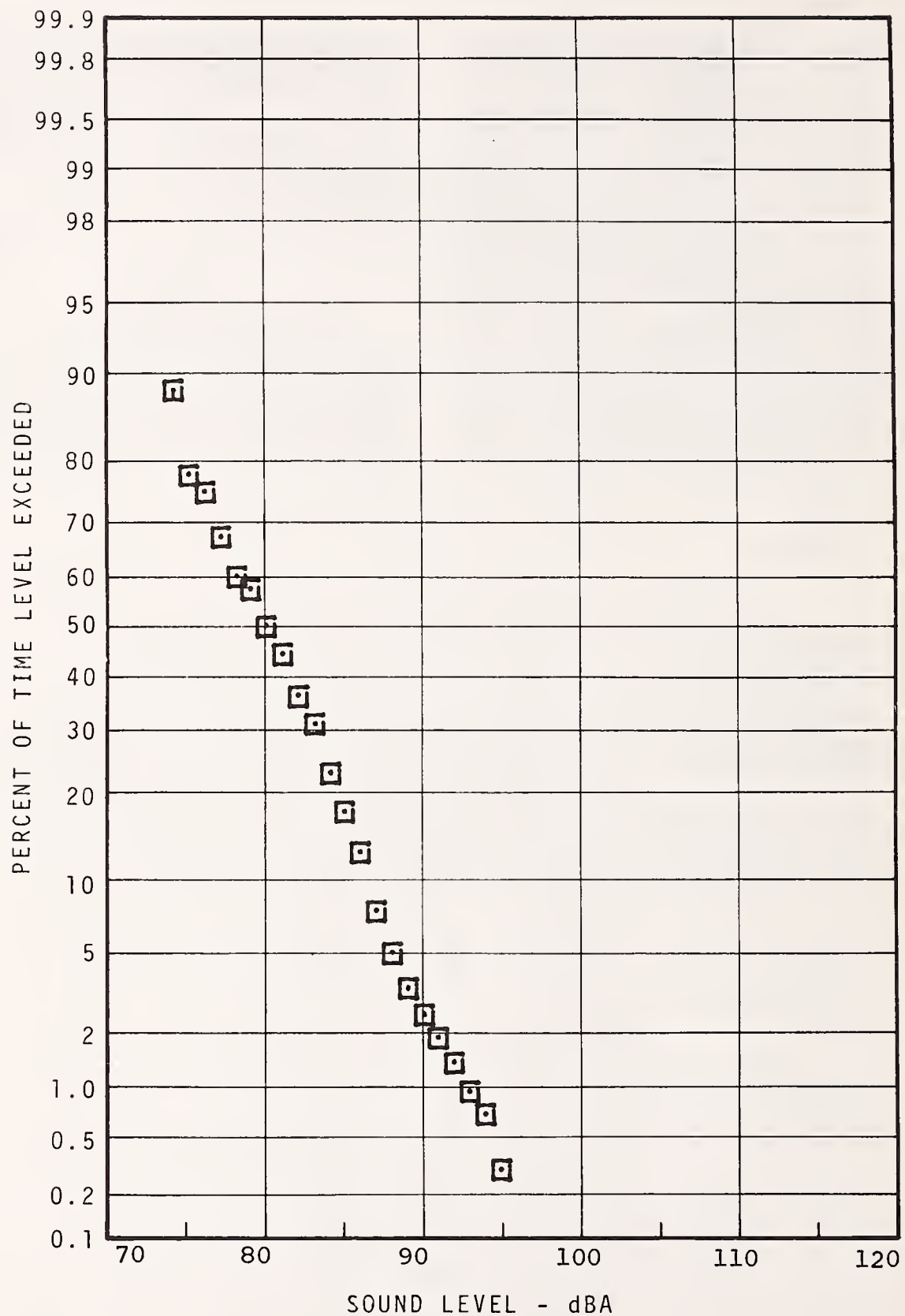


FIGURE 5.89. BUDD IN-CAR STATISTICAL DISTRIBUTION
LINDENWOLD-TO-PHILA., CENTER CAR
SINGLE CAR

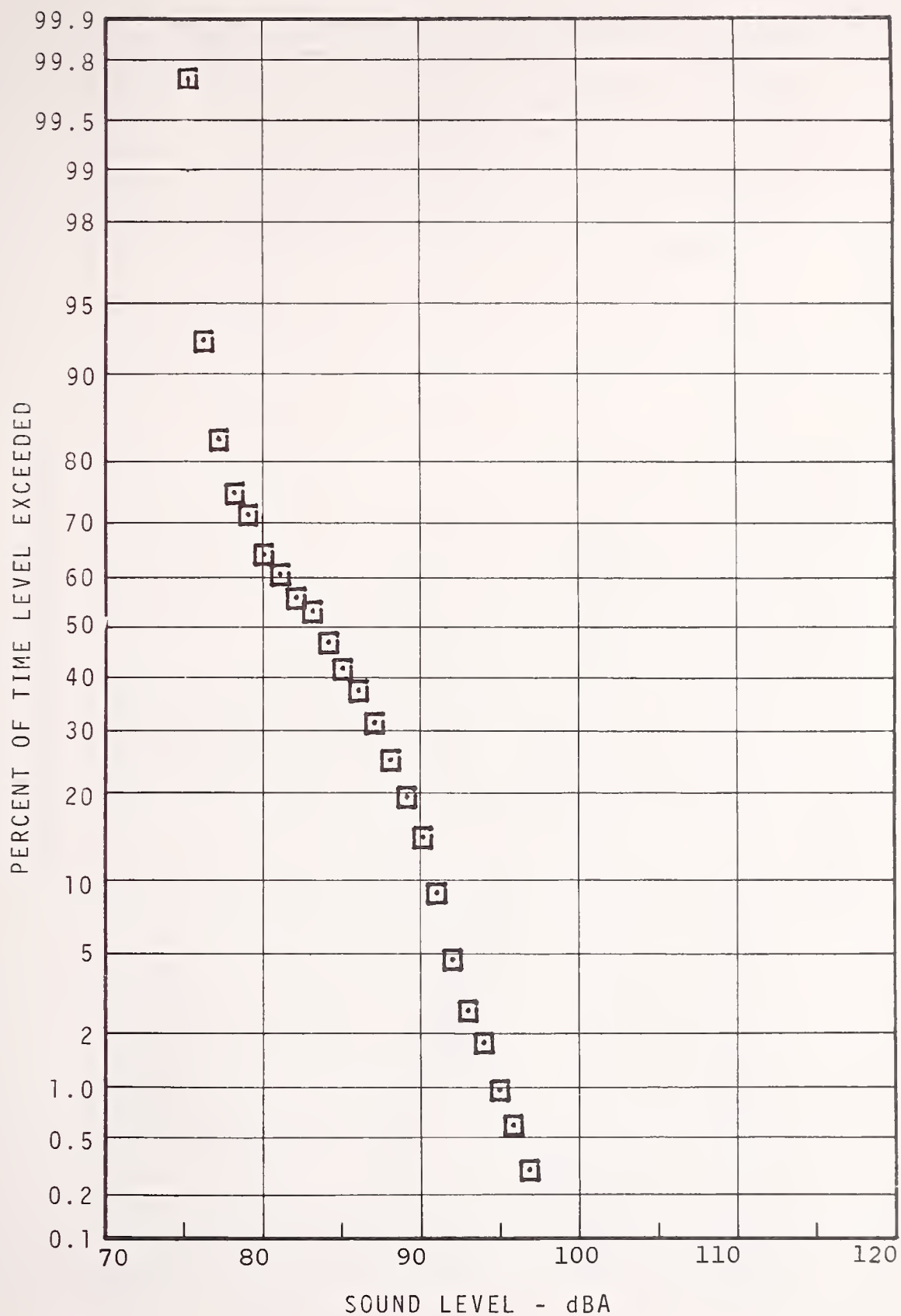


FIGURE 5.90. BUDD IN-CAR STATISTICAL DISTRIBUTION
LINDENWOLD-TO-PHILA., OVER TRUCK
SINGLE CAR

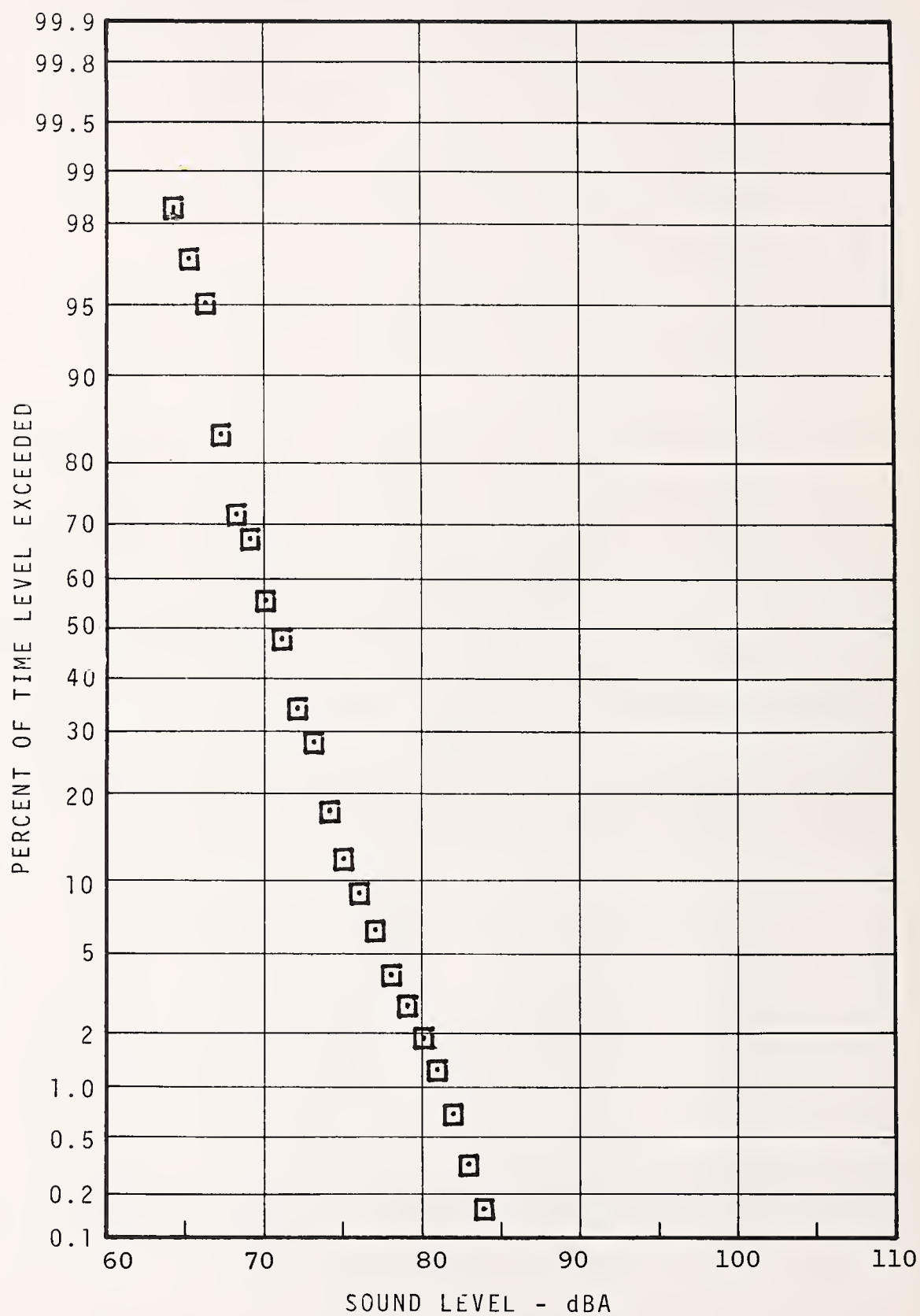


FIGURE 5.91. BUDD IN-CAR STATISTICAL DISTRIBUTION ,
PHILA.-TO-LINDENWOLD, CENTER CAR
SINGLE CAR

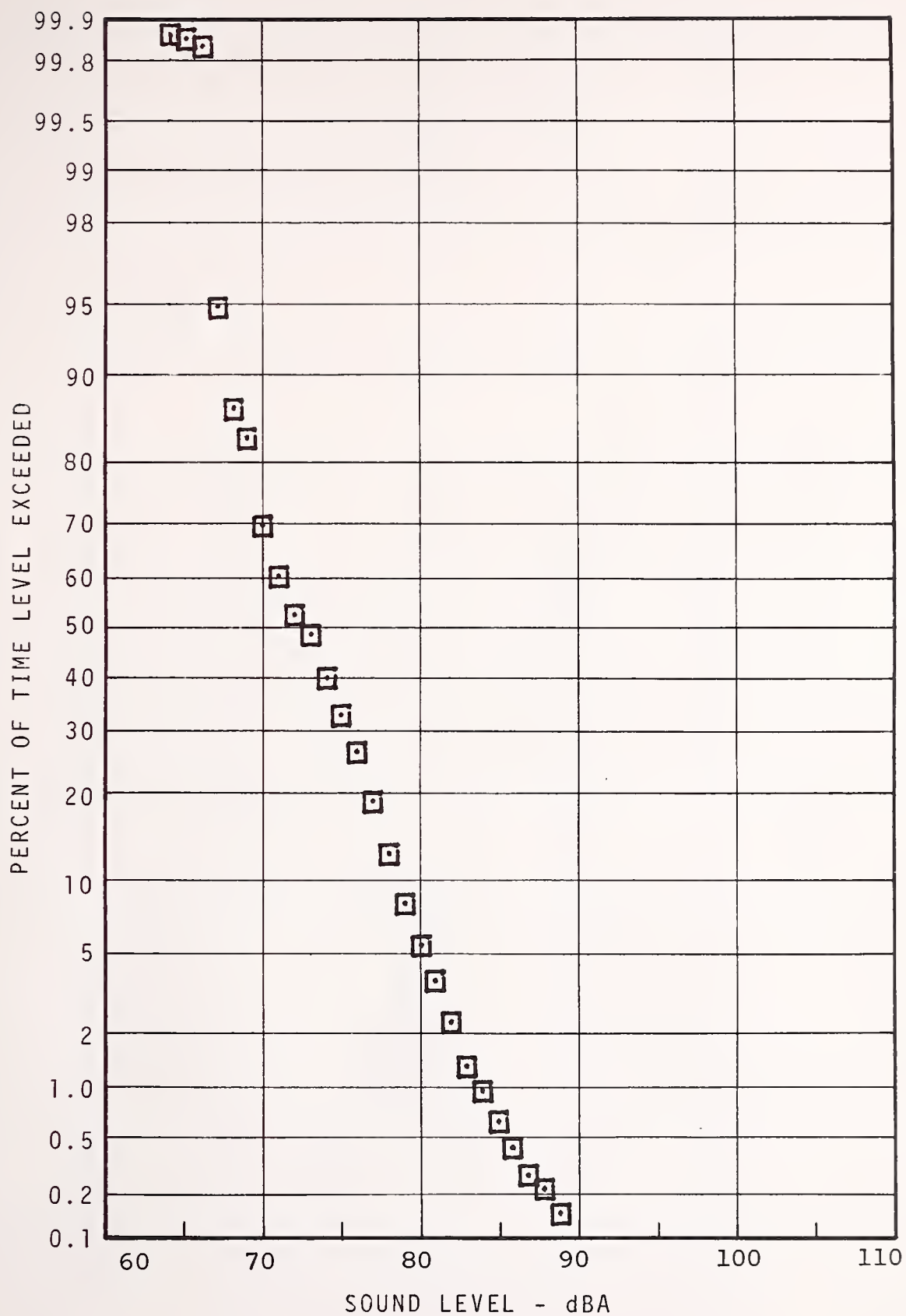


FIGURE 5.92. BUDD IN-CAR STATISTICAL DISTRIBUTION ,
PHILA.-TO-LINDENWOLD, OVER TRUCK
SINGLE CAR

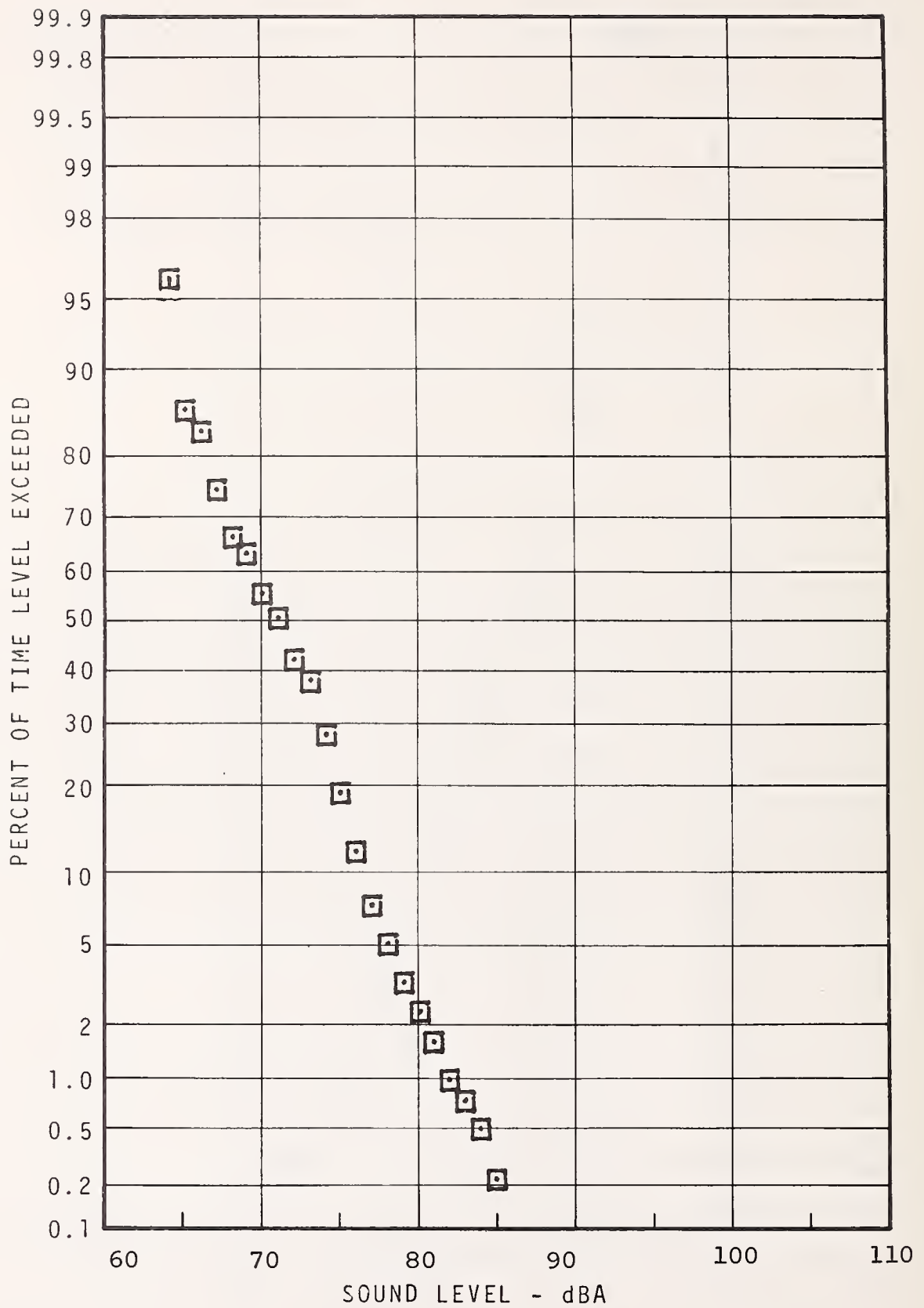


FIGURE 5.93. BUDD IN-CAR STATISTICAL DISTRIBUTION
LINDENWOLD-TO-PHILA., CENTER CAR
DOUBLE CAR

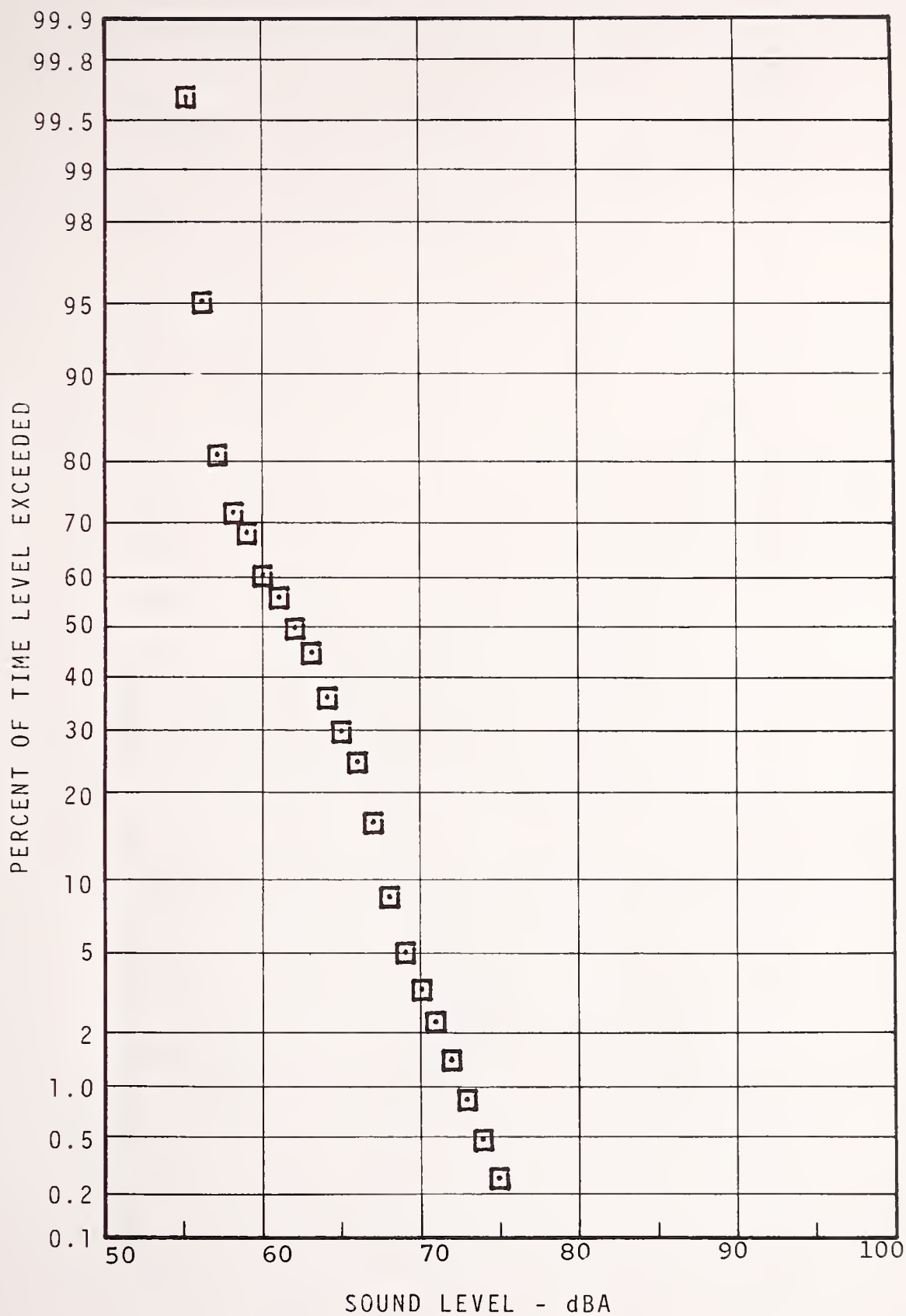


FIGURE 5.94. BUDD IN-CAR STATISTICAL DISTRIBUTION,
LINDENWOLD-TO-PHILA., OVER TRUCK
DOUBLE CAR

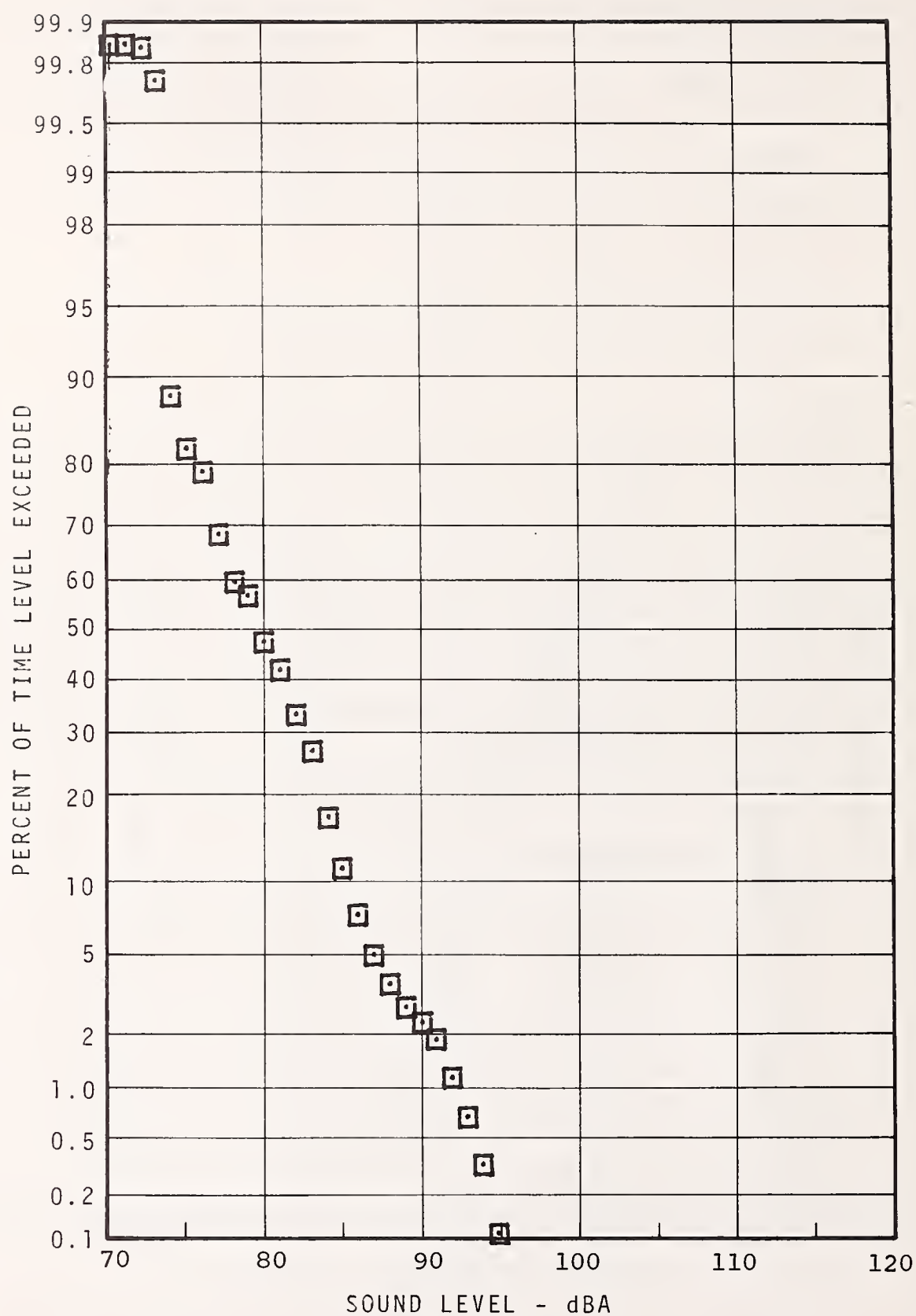


FIGURE 5.95. BUDD IN-CAR STATISTICAL DISTRIBUTION
PHILA.-TO-LINDENWOLD, CENTER CAR
DOUBLE CAR

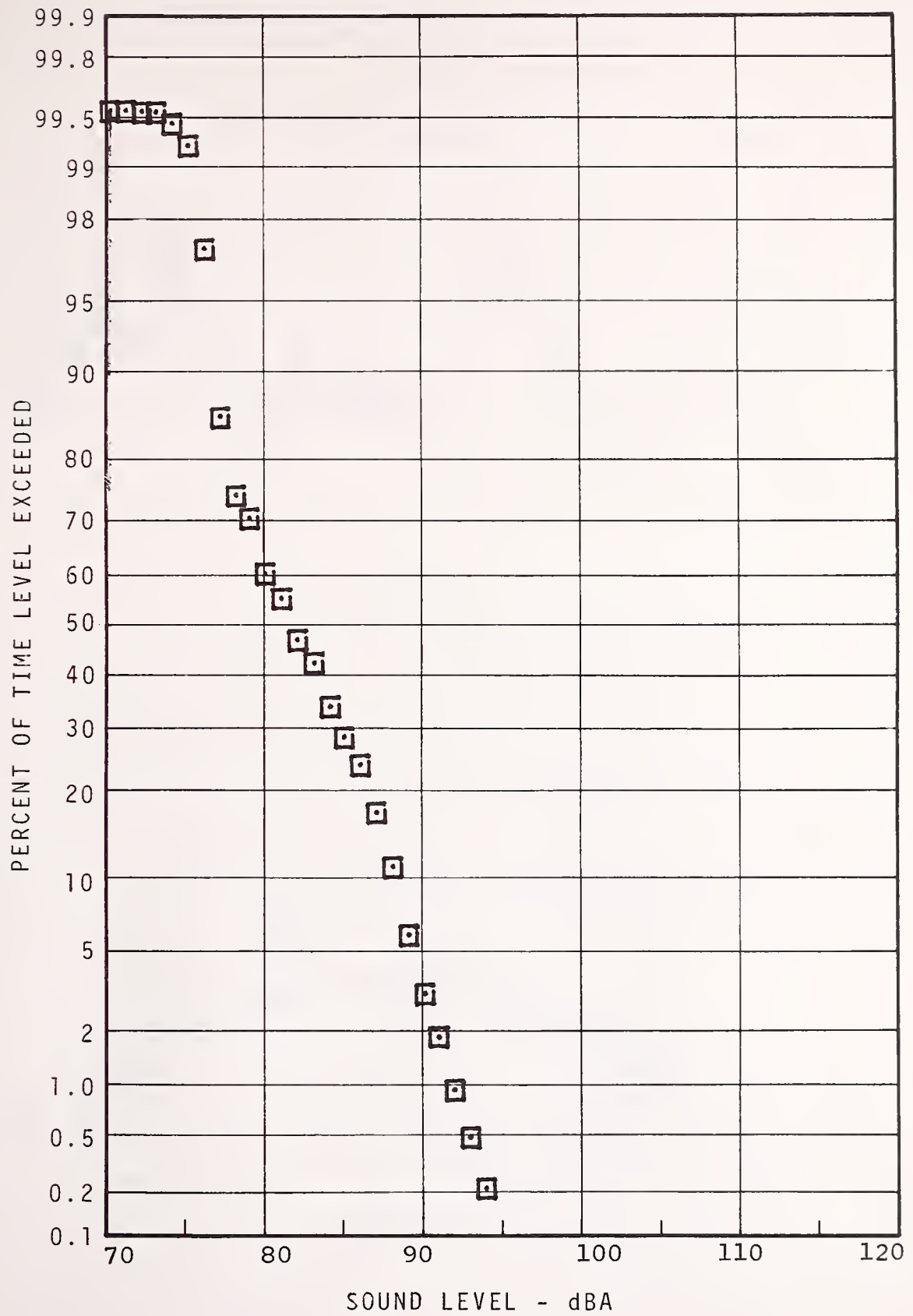


FIGURE 5.96. BUDD IN-CAR STATISTICAL DISTRIBUTION
PHILA.-TO-LINDENWOLD, OVER TRUCK
DOUBLE CAR

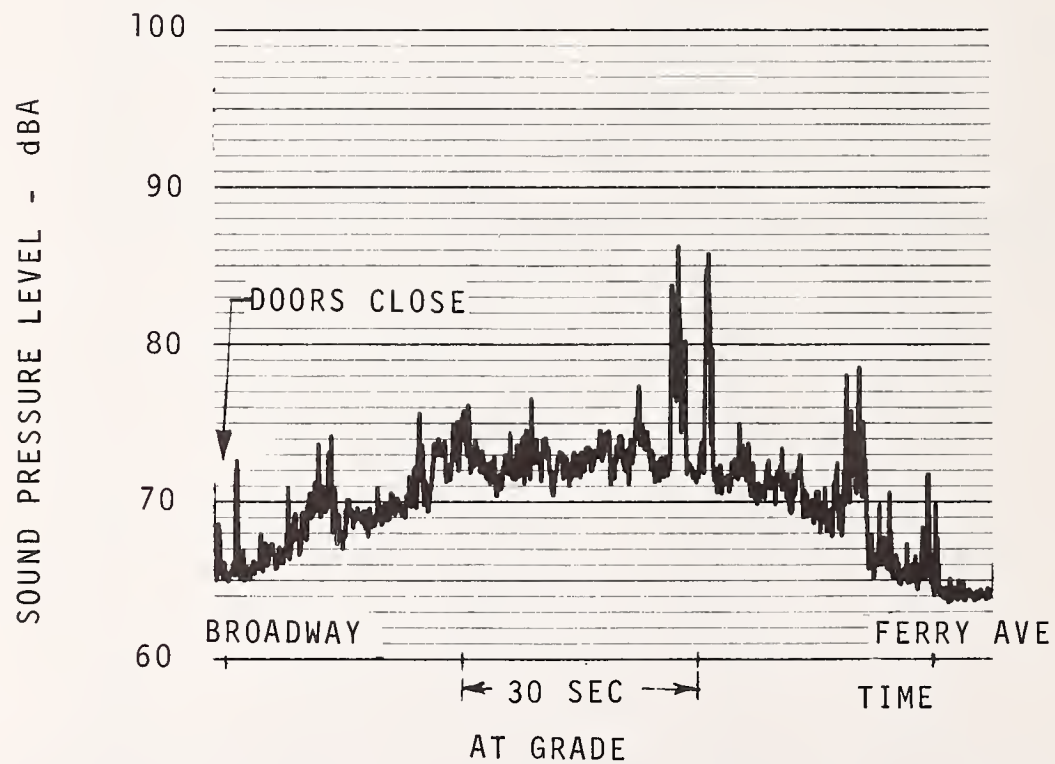
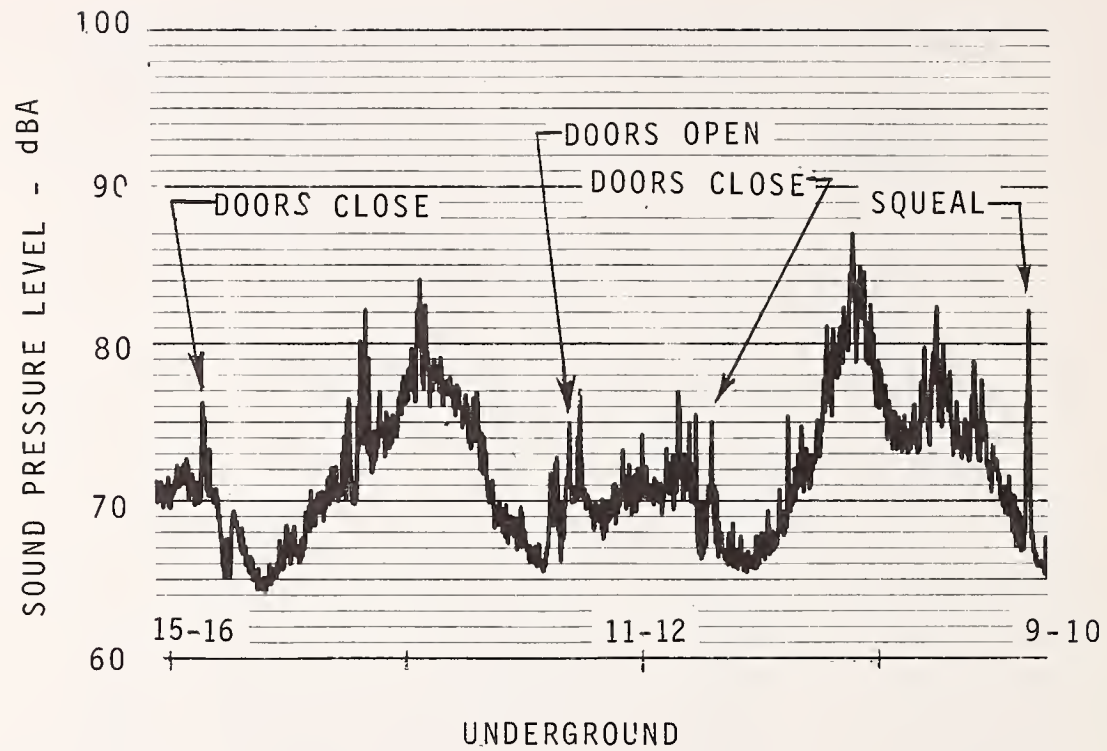


FIGURE 5.97. TIME HISTORY OF IN CAR NOISE ENVIRONMENT
PATCO HIGH SPEED LINE

PATCO

6. TRANSIT SYSTEM LINE SUMMARY

6.1 General

The data reported in Section 5, recorded for representative community, station platform and in-car locations, is summarized for the entire line in the following tables and illustrations. For example, general information regarding system operating factors (cars/train, headway, noise measurement periods) are presented in Table 6.1 to illustrate the rationale for selecting time intervals, or 'windows' when noise measurements were obtained. Although daytime measurements were used for illustration purposes in the tables, calculation of day-night equivalent sound levels have been based on daytime, rush hour, evening, and night measurements. The quantities used in the L_{dn} calculation have also been identified in Table 6.1.

Tables summarizing noise recorded at each community and station location evaluated in the program have been included in Section 5. This information has been further generalized to provide an over-all view of the noise climate of the PATCO system and this data is presented in Table 6.2. Wayside noise shown represents an average of the passby maximum levels in one direction analyzed as reported in Section 4. Station noise reported in this same table represents an average of the maximum level $L_A(\text{Max})$ recorded for each train observed during the recorded interval. This maximum level may occur either for the arrival or departure of the train. In-car data shown represents the plateau level achieved at a center car location between stations. A summary of PATCO track construction is presented in Figure 6.1.

6.2 Community Noise

Noise levels measured for each type of segment, and illustrated in Table 6.2, are representative of other similar track segments for that line. For example, measurements which were taken at the elevated embankment site between Collingswood and Westmont apply also to the elevated embankment sites which were not measured, between Broadway and Ferry Ave, Ferry Ave. and Collingswood, Westmont and Haddonfield and east of Haddonfield. The type of community along the right-of-way, its distance (D) from the near track to most nearby

TABLE 6.1. GENERALIZED OPERATING SUMMARY AND INPUT FOR L_{dn} CALCULATION
PORT AUTHORITY TRANSIT CORPORATION

TIME OF DAY	6	8	10	12	2	4	6	8	10	12	2	4
CARS/TRAIN	2	6		2		6	2		1		2	
HEADWAY, MIN	15	10	5	7½		6-		7½		10	15	60
MEAS. WINDOW	NIGHT	RUSH		DAY		RUSH		EVE			NIGHT	
PATCO PROGRAM				DAY		RUSH		EVE			NIGHT	
WEIGHTING FACTOR	10				1							10

Period	Meas. L_{eq}	w_i	T (hrs.)
5-6:30	NIGHT	10	1.5
6:30-7	RUSH	10	0.5
7-9:30	RUSH	1	2.5
9:30-3:30	DAY	1	6
3:30-6:30	RUSH	1	3
6:30-10	EVE	10	3.5
10-12	EVE	10	2
12-5	NIGHT	10	5

TABLE 6.2. NOISE MEASUREMENT SUMMARY - PATCO TRANSIT SYSTEM - DAYTIME

Station	Inter Station Distance (Miles)	Average Time Between Stations (Min.)	Track Constr.	No. Cars Per Train	Type Roadbed	Wayside Noise dB A 15m - Near Track	In-Station Noise 2. dB A			In-Car Noise Mid Car dB A	
							A	B	C	Single	Double
15th-16th St. Phila.	0.28	1	JOINTED & WELDED RAIL, 1/2 TIMBER IN CONCRETE	2	UNDERGROUND						
12th-13th St.	0.29	1			UNDERGROUND					80	77
9th-10th St.	0.43	2			UNDERGROUND					84	82
8th St.	2.28	5			UNDERGROUND					77	75
City Hall, Camden	0.25	1			UNDERGROUND	82 (CURVE)				73	72
Broadway	2.16	3			UNDERGROUND					76	80
Ferry Ave.	1.61	2			EL EMB		0/100	50		73	75
Collingswood	1.05	2			EL EMB	94 (CONC VIA)	0/100	50		73	74
Westmont	0.87	1			CONC. VIADUCT	83 (EL EMB)	0	75		73	74
Haddonfield	3.19	3			Concrete viaduct	93 (CONC VIA)	0/100	100		72	74
Ashland	1.79	2			EL EMB	76 (IN CUT)	0/50	150		76	76
Lindenwold					EL EMB		0	200		76	76
					EL EMB		0	2	17		
	14.20 mi	23 min.									

1. - SQUEAL SITE (CAMDEN)
2. - CENTER OF STOPPED TRAIN (AUG OF MAX. ENT, DEP, NEAR) (4 FAR TRACKS)
- A - INDUSTRIAL / COMMERCIAL
B - RESIDENTIAL
C - OPEN (> 100m)
D - DISTANCE FROM RIGHT-OF-WAY TO BUILDING LINE - FT.
L - LENGTH OF SINGLE TRACK AFFECTED - THOUS OF FT.

SYMBOLS

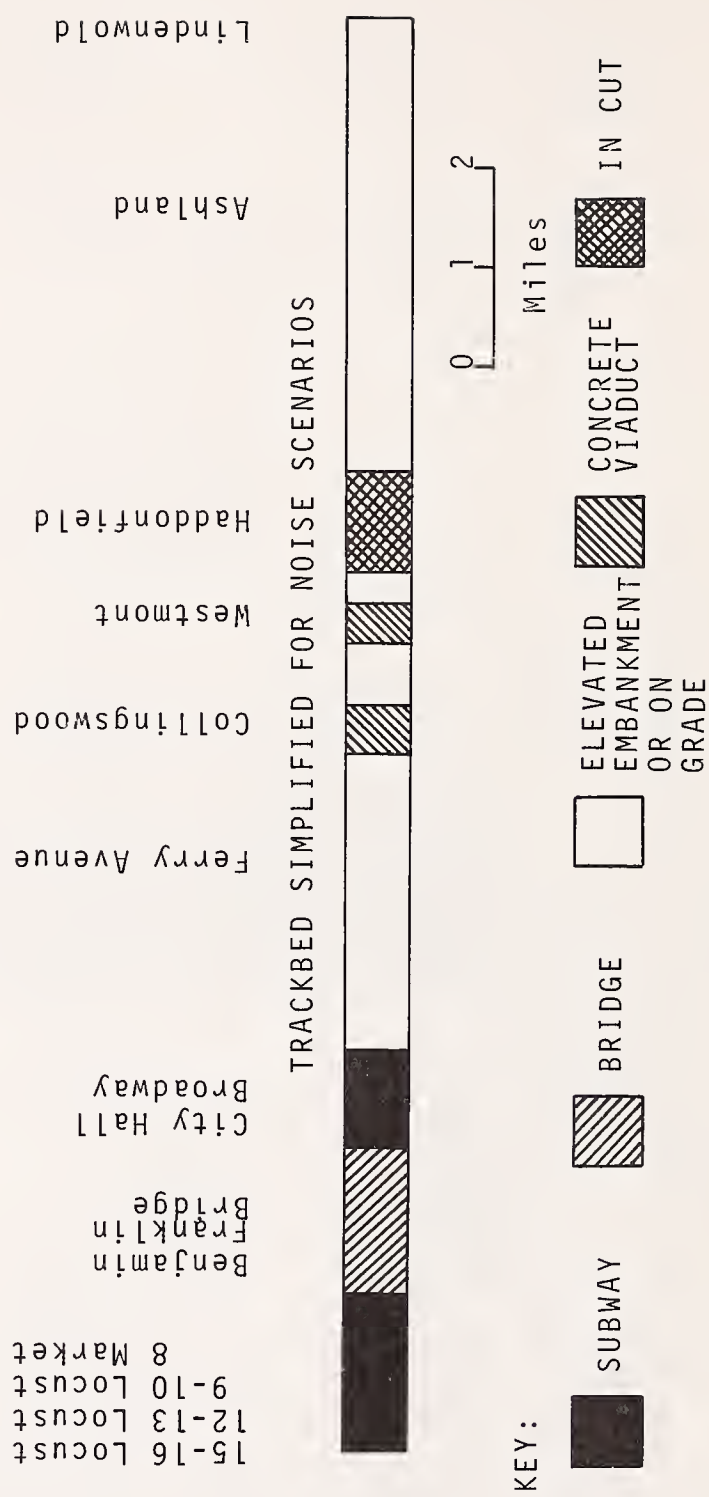
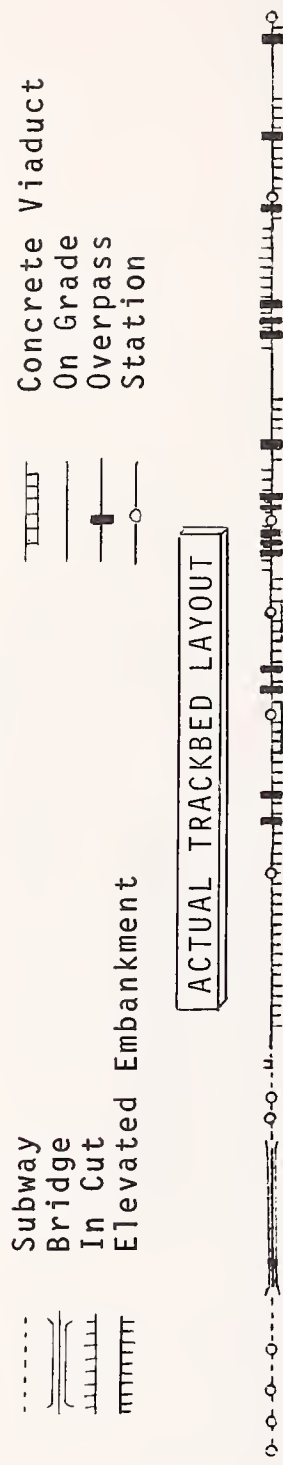


FIGURE 6.1. PATCO LINDENWOLD LINE- TRACK CONSTRUCTION SUMMARY

structures and the length of right-of-way (L) associated with industrial, residential and open field are also shown. Since each side of the right-of-way may border varying types of communities, the distance (L) shown in Table 6.2 between stations actually totals twice the inter-station distance.

The noise of the PATCO system in the community appears to be quite acceptable based on the lack of complaints received by PATCO. Where the system operates underground, it is inaudible at street level and this was verified at several locations and by several observers. Noise of the system measured in the community is highest where the roadbed is elevated on concrete viaduct. It is thought that this results partly due to noise radiated from the structure, but primarily from direct radiation of the undercar equipment and wheel/rail noise to a wayside observer that would normally be reflected and scattered from earth and ballast at the side of the right-of-way.

6.3 Station Noise

Lowest station noise levels were measured where the platform was located on elevated embankment. The combination of earth fill and reduced ground reflecting surface area appears to be the reason for this. Stations located on concrete viaduct exhibited slightly higher levels (4 dBA) with the station located in a cut (Haddonfield) displaying the highest measured level except for subway operation (80 dBA). The sound channel created by the concrete sidewalls of the cut results in higher levels for station platform patrons for greater lengths of time than for any other type of station above ground.

At the Benjamin Franklin Bridge Plaza, noise levels are higher than for any above-ground stations as this is a location where wheel squeal is generated. Rails are lubricated in this region when squeal amplitude builds up. Noise levels measured during the survey were lower than observed during the pre-measurement site selection survey.

As might be anticipated, the underground stations display the highest noise signatures of all those measured on the PATCO system.

On-line stations underground have noise levels which are nearly 20 dBA higher than the above ground stations located on elevated embankment. The terminal at 15th-16th/Locust has a 3 dBA lower noise signature due to slower approach

speeds to the station. In each case, reverberation times appear to be substantially longer than for above-ground stations, although no measurements were taken to document this statement.

6.4 In-Car Noise

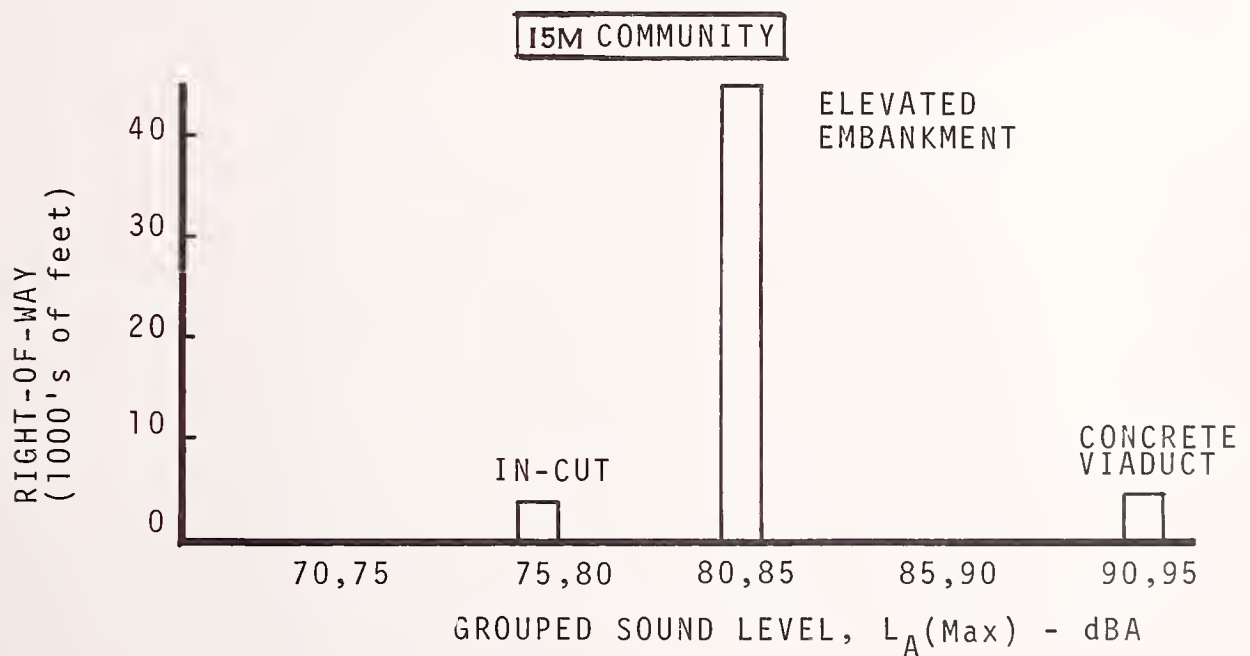
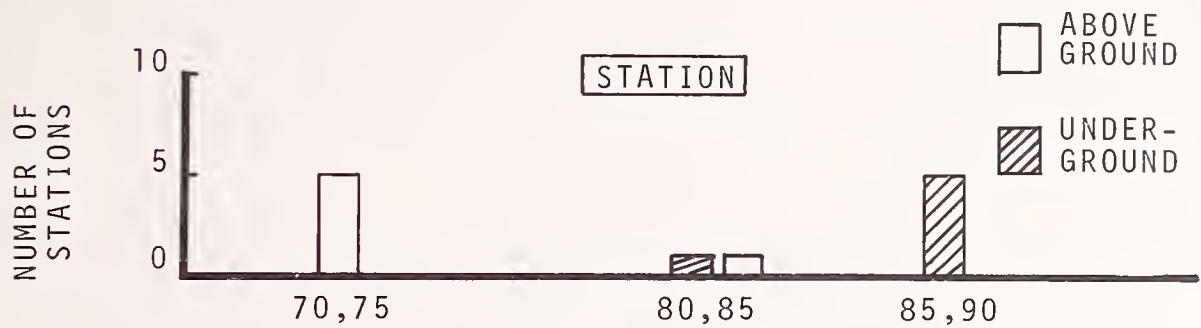
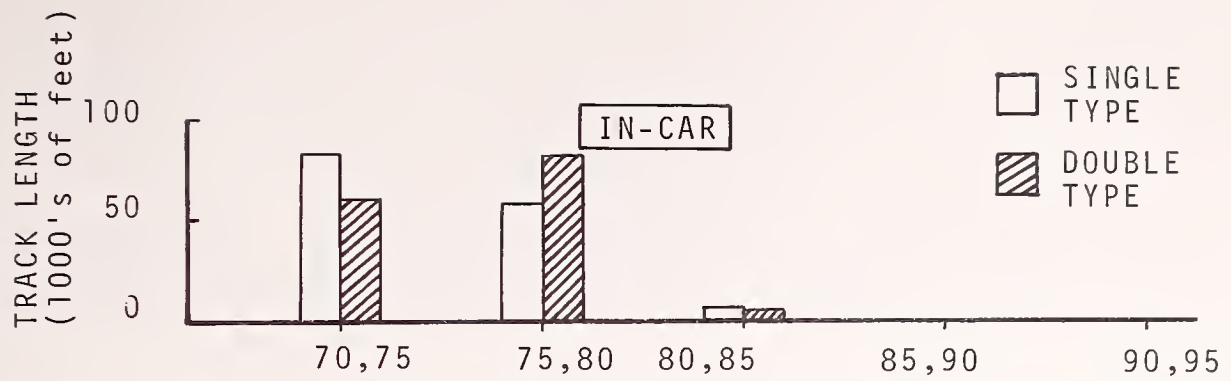
In-car noise is lowest above ground and during operation on elevated embankment and concrete viaduct. East of Westmont, trains operate in a cut with concrete vertical walls, thus increasing the noise over previous at-grade stations. East of Haddonfield, the longer inter-station distances allow higher speeds. Crossing the Delaware River bridge, levels in the car are lower than in either Camden or Philadelphia since operation within both cities is underground. Noise in the car is 5-10 dBA higher in the subway than above ground due to the reflective, reverberant field produced by that environment. Wheel squeal is produced on most underground curves in the subway.

6.5 PATCO Noise Summary

A graphic summary of community, station and in-car noise at PATCO is presented in Figure 6.2. The levels have been grouped into 5 dBA ranges of noise from 70-75, 75-80, 80-85, 85-90 and 90-95 dBA. It should be noted that in-car measurements were obtained in the second car of a multicar train and the notation on Figure 6.2 referring to single type and double type cars is meant to differentiate between cars which are independently capable of operation (single) as opposed to those which operate only as permanently coupled pairs (double).

Patrons in underground stations are exposed to higher noise levels than patrons at stations located on elevated embankment. Noise levels at Haddonfield (located in a cut) lie between those measured for underground and elevated embankment stations.

It should be noted that while no attempt was made to measure vehicle speeds during passby in high speed territory, at each wayside location the trains were operating at equivalent speed somewhat below the maximum of 75 mph (120 kph). At the Benjamin Franklin Bridge Plaza train speeds were substantially lower, approximately 30 mph (48 kph) when eastbound.



NOTE: GROUPED SOUND LEVEL INTERVAL INCLUDES LOWER, BUT NOT UPPER, ENDPOINT.

FIGURE 6.2. SUMMARY OF PATCO NOISE ENVIRONMENT

Lowest wayside noise levels were measured when the system operates in a cut, due to the reflection of acoustic energy vertically. However, the concentration of acoustic energy in the cut causes Haddonfield Station patrons to be aware of an approaching or departing train for 20-30 seconds longer than patrons on other station platforms. However, the 15m community noise with the trains operating in a cut was 17-18 dBA lower than measured adjacent to concrete viaduct.

Data recorded adjacent to elevated embankment was 10 dBA lower than for concrete viaduct but 7 dBA higher than for operation in a cut. Although the system operates at grade at certain locations between Haddonfield and Lindenwold, the total percentage is small compared with the other designated roadbed types, and for simplicity, these sections have been included in the elevated embankment category. It is estimated that the levels adjacent to the at-grade sections would not differ by more than 3 dBA from those measured at elevated embankment sites.

Noise at the wayside (15m) can be characterized predominantly by the elevated embankment site. Approximately 86% of the community noise lies in the grouped data from 80-85 dBA with remaining wayside characterized nearly equally between concrete viaduct (90-95) and in-cut levels (75-80).

7. REFERENCES

1. Kurzweil, L.G.; Lotz, R.; and Apgar, E.G.; "Noise Assessment and Abatement in Rapid Transit Systems"; Report No. UMTA-MA-06-0025-74-8; September 1974.
2. Webster, W.J. and Farinacci, J.W., "Use of Graphic Level Recorders as Indicating Instruments, Part 1: Meeting the Specifications of a Sound Level Meter", Bureau of Noise, New York State Department of Environmental Conservation, Albany, New York, 1974.
3. Shultz, T.J., "Development of an Acoustic Rating Scale for Assessing Annoyance Caused by Wheel/Rail Noise in Urban Mass Transit", Report No. UMTA-MA-06-0025-74-2, February 1974.

APPENDIX A

A STATISTICAL ANALYSIS
OF
SEPTA BROAD STREET SUBWAY STATION NOISE DATA

ASSESSMENT OF URBAN RAIL NOISE CLIMATES
AND
ABATEMENT OPTIONS
FOR
BART, CTS, PATCO AND SEPTA

Prepared by
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Transportation Systems Center

CONTRACT DOT-TSC-850

STATISTICAL ANALYSIS OF STATION NOISE MEASUREMENTS

BACKGROUND AND PURPOSE

In sampling the noise climate for the rapid transit systems included in the Urban Rail Noise Assessment Program, it was necessary to establish the number of train passbys required for the data sample to determine whether future reductions of 5dBA or more in system noise could be detected and whether they would be significant for a 95% confidence level. For station noise, additional questions had to be addressed. For example, a transit system patron is exposed to arrival and departure noise and trains operating on near and far tracks and, in some instances, to express train passby noise. It was necessary to determine if all noise events were from the same population and therefore whether to be grouped or separated for the study. Data was sampled in an underground station on the SEPTA Broad Street Subway to investigate these questions. Snyder Avenue was considered typical of many stations on the system.

NOISE SURVEY

One channel of data was recorded on the Snyder Avenue Station northbound platform at the midpoint of a stopped train at standing patron ear level (1.6m above platform level, 2 meters from the platform edge). Six train passbys were recorded in each direction during a one-half hour continuous noise survey.

Time histories of A-weighted sound levels were produced on a B&K 2305 graphic level recorder, set as follows:

Potentiometer	50 dB
Potentiometer Range	50 dB
Lower Limiting Frequency	10 Hz
Writing Speed	200mm/sec.
Rectifier Response	rms
Paper Width	100mm

Peak levels for arriving and departing trains were read for both north- and southbound trains (Table 1).

TABLE 1

PEAK A-WEIGHTED SOUND PRESSURE LEVELS - SNYDER AVE. STATION

	L _A (Max) ~ dBA			
	NORTHBOUND ARRIVAL	NORTHBOUND DEPARTURE	SOUTHBOUND ARRIVAL	SOUTHBOUND DEPARTURE
	96	-	101	-
	98	-	95	-
	94	97	97	101
	97	95	97	98
	96	96	100	106
	97	95	97	101
\bar{x}	96.3	95.8	97.8	101.5
s	1.4	0.96	2.2	3.3

Means (\bar{x}) and standard deviations (s) were calculated for the data samples as follows:

$$\bar{x} = \sum_{i=1}^n \frac{x_i}{n}$$

where n is the sample size and

$$s = \left[\sum_{i=1}^n \frac{(x_i - \bar{x})^2}{n-1} \right]^{1/2}$$

ANALYSIS OF DATA

Arrivals and departures for both north- and southbound trains were treated as separate events in order to determine whether the recorded samples were from the same population. Also, it was desired to establish with 95% confidence the number of events (passbys) required to ascertain that a future reduction in system noise of 5 dBA or more could be detected when measured by the same methods as those outlined (e.g., same sample size, microphone location, etc.).

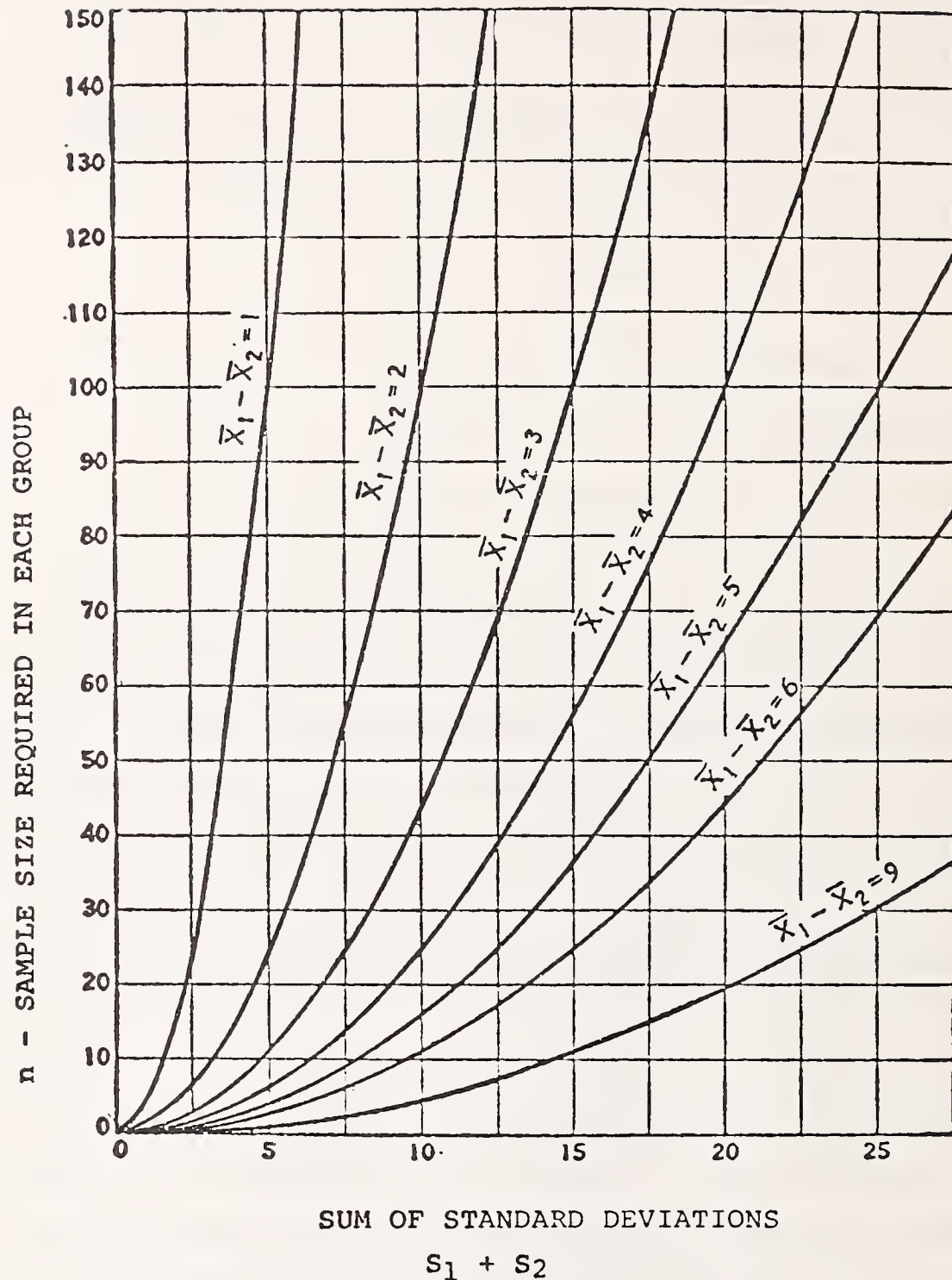
The general relationship between mean, standard deviation and sample size for a 95% confidence envelope is known, but in order to establish the sample size it is necessary to secure information on \bar{x} and s for the station noise data after the system noise has been reduced. This, of course, is not a known value until it can be measured. However, it can be assumed that a 5 dBA reduction in the original levels could be achieved and that the standard deviation for the new data set would not differ substantially from the recorded baseline data. With these assumptions, Table II was established.

TABLE II
MEAN AND STANDARD DEVIATION OF PASSBY EVENTS

		ARRIVAL		DEPARTURE	
		BASELINE	HYPOTHESIZED	BASELINE	HYPOTHESIZED
NORTHBOUND TRAINS	\bar{x}	96.3	91.3	95.8	90.8
	s	1.4	1.4	0.96	0.96
	n	6	6	4	4
SOUTHBOUND TRAINS	\bar{x}	97.8	92.8	101.5	96.5
	s	2.2	2.2	3.3	3.3
	n	6	6	4	4

The statistical procedure of analysis of variance has shown that northbound arriving and departing trains and southbound arriving trains can be considered to be from the same population; southbound departing trains however, cannot be considered to be in this population. The difference is thought to result from higher train speeds for southbound departing trains.

The relationship of mean, standard deviation and sample size required to establish significant differences between two sets of data is shown in Figure 1. It is based on the sum of the sample standard deviations and the difference in the sample means. Furthermore, a 95% confidence envelope and equal sample sizes for both groups are assumed. Using the southbound arrival information as an illustration, the baseline data yields a mean of $\bar{x}_1 = 97.8$ and a standard deviation of $s_1 = 2.2$;



FROM L. R. HILL AND P.L. SCHMIDT "GRAPHICAL STATISTICS - AN ENGINEERING APPROACH," WESTINGHOUSE ENGR. MARCH 1950 AND MAY 1950.

FIGURE 1 - NUMBER OF TESTS REQUIRED TO ESTABLISH SIGNIFICANT DIFFERENCES BETWEEN TWO DATA SETS.

the hypothesized data has been reduced by 5 dBA, the minimum desired reduction in system noise, and the standard deviation has been retained at $s_2 = 2.2$. The sample size for both is $n = 6$.

$$s_1 + s_2 = 4.4 \quad \text{and}$$

$$\bar{x}_1 - \bar{x}_2 = 5$$

For this condition, 4 samples in each group are shown to be sufficient to detect a difference in the 2 sets of data (Figure 1). Table III presents the resulting sample sizes required for each set of data.

TABLE III
SAMPLE SIZE FOR STATION DATA

	NORTHBOUND		SOUTHBOUND	
	ARRIVAL	DEPARTURE	ARRIVAL	DEPARTURE
$\bar{x}_1 - \bar{x}_2$	5	5	5	5
$s_1 + s_2$	2.8	1.92	4.4	6.6
Reqd. Sample Size	3	1	4	6

STUDENT t TEST

To determine if significant differences could be detected in the two sets of data (baseline and hypothesized) the "Student t" test was utilized. The test involves the calculation of the standard deviation of the differences of means, where

$$t = \frac{\text{difference between the means}}{\text{standard deviation of the difference}}$$

If t exceeds certain tabulated values (see Ref. 1), it can be stated there is a difference between two sets of data. The t test assumes that both populations are normally distributed with differing means (μ_1 and μ_2), but similar standard deviations ($\sigma_1 = \sigma_2$). Sample parameters are used to test the population parameters.

A reduction in system noise by 5 dBA was tested as follows:

Test the hypothesis:

$$H_0: \mu_1 - \mu_2 = 5$$

$$\text{vs } H_1: \mu_1 - \mu_2 > 5$$

The critical region for the test is:

$$\frac{\bar{x}_1 - \bar{x}_2 - (\mu_1 - \mu_2)}{S_w \sqrt{\frac{1}{n_1} + \frac{1}{n_2}}} > t_{n_1+n_2-2; \alpha}$$

where,

$$S_w = \left[\frac{(n_1-1) s_1^2 + (n_2-1) s_2^2}{n_1 + n_2 - 2} \right]^{1/2}$$

and $\alpha = 0.05$ (i.e. 95% Confidence)

If the critical region is greater than the tabulated t value, the hypothesis must be rejected. From Table II and the baseline and hypothesized northbound arrival data:

<u>MEASURED BASELINE</u>	<u>HYPOTHESIZED DATA</u>
$\bar{x} = 96.3$	$x = 90.8^*$
$s_1 = 1.4$	$s_2 = 1.4$
$n_1 = 6$	$n_2 = 6$

*Chosen so that $\bar{x}_1 - \bar{x}_2 \neq 5$, otherwise leading to a trivial case.

Sample calculation: t-test

MEASURED BASELINE

HYPOTHESIZED DATA

$$\bar{x}_1 = 96.3$$

$$\bar{x}_2 = 90.8$$

$$s_1 = 1.4$$

$$s_2 = 1.4$$

$$n_1 = 6$$

$$n_2 = 6$$

$$S_w = \left[\frac{(n_1-1) s_1^2 + (n_2-1) s_2^2}{n_1 + n_2 - 2} \right]^{1/2}$$

$$= \left[\frac{(6-1)(1.4^2) + (6-1)(1.4)^2}{6+6-2} \right]^{1/2}$$

$$S_w = 1.4$$

From Ref 1; $t_{10}; 0.05 = 1.812$

$$\frac{96.3 - 90.8 - (5)}{1.4 \sqrt{1/6 + 1/6}} > 1.812$$

$$\frac{0.5}{1.4 (0.578)} > 1.812$$

however, $0.619 > 1.812$

Therefore, the first hypothesis, H_0 , may be accepted, i.e., the difference of the two means is equal to five.

The second hypothesis, H_1 , may be accepted when:

$$\frac{(\bar{x}_1 - \bar{x}_2) - 5}{1.4 (0.578)} > 1.812$$

or

$$\bar{x}_1 - \bar{x}_2 > (1.812) (1.4) (0.578) + 5$$

$$\bar{x}_1 - \bar{x}_2 > 6.47$$

CONFIDENCE INTERVALS

If \bar{x} and s^2 are the mean and variance of a sample of size n , and are from normally distributed data ($N(\mu, \sigma^2)$) where μ, σ^2 are unknown, then the confidence interval

$$\text{C.I.} = \left[\bar{x} \pm t_{n-1; \alpha/2} \frac{s}{\sqrt{n}} \right]$$

is a $100(1-\alpha)\%$ confidence interval for μ . Even though the data set may not be normally distributed, the expression can be applied for most cases.

Sample calculation: Confidence Interval

Using the peak northbound arrival data:

$$\text{C.I.} = \left[\bar{x} \pm t_{n-1; \alpha/2} \frac{s}{\sqrt{n}} \right]$$

$$= .05, 1 - \alpha = .95, \bar{x} = 96.3, s = 1.4, n = 6,$$

$$t_5; 0.025 = 2.571$$

$$= \left[96.3 \pm 2.571 \frac{1.4}{\sqrt{6}} \right]$$

$$= 96.3 \pm 1.47$$

$$\text{C.I.} = 94.8 \text{ to } 97.8 \text{ dBA (95\% C.I. for } \mu \text{)}.$$

RESULTS AND CONCLUSIONS

Based on the data sample recorded and the results shown in Table III, it appears that a sample size of $n = 6$ is adequate for the Snyder Avenue data, considered representative for the Broad Street Subway. This statistical procedure will be followed for the remaining systems to be measured, namely, the

Market-Frankford Line at SEPTA and for CTS. In each case a representative station will be selected for the data sample. Ideally, this procedure should be carried out for each type of station as well as for each community measurement. However, it is adequate to select representative locations for evaluations of required sample sizes.

Although the t test could not be evaluated using actual data for the improved system (no revisions to system noise have been made), the hypothesized data which was chosen such that $\bar{x} - \bar{x}_2 > 5$ indicates that a 5 dBA reduction in noise level in fact can be detected, assuming that the sample size and standard deviation remain the same.

Analysis of variance has shown that northbound arriving and departing trains and southbound arriving trains are from the same population and can be grouped. Southbound departure data if treated statistically would have to be grouped separately for this set of data.

Ref.1 - Holscher, Harry H., Simplified Statistical Analysis, Handbook of Methods, Examples and Tables; Cashners Books, Boston, Mass. 1971.

APPENDIX B
REPORT OF INVENTIONS

A detailed review of the work performed under this contract and the material contained in this report has not disclosed any discoveries or inventions. The work reported here represents a data base of noise measurements on a specific transit system, suitably extrapolated to all locations in and around the system as to provide an assessment of existing noise levels.

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